

Individuals—Placer County

From: f.maguire@att.net
To: Placer County Environmental Coordination Services;
Subject: Kings Beach Core Improvement (PEIR T20060810)
Date: Sunday, April 22, 2007 6:15:53 PM

Attn Maywan Krach:

I am the co-owner of parcel # 090-134-008-000, 3 contiguous lots located at 8680 and 8686 North Lake Blvd. in Kings Beach. The lots are within the Kings Beach Core Improvement Project.

We have operated a Christmas Tree Business from these lots every year since 1985. We are now retired and the income from this business is an important part of our income. We are one of the longest continuously operated businesses within the project area. Our customers (per our mailing list) are about evenly split between California and Nevada residents.

We have been to a number of the meetings and wish to formally comment on the proposed project. We would ask that our comments be made part of the record and taken into consideration in your deliberations.

As I understand it, we have four choices - (1) No Changes, (2) 3 lanes with roundabouts at Bear and Coon and no summer on street parking, (3) 4 lanes with stoplights at Bear and Coon and on street parking, and (4) 3 lanes with wide sidewalks, roundabouts at Bear & Coon, and no on street parking.

If I were given my choice it would be:

First Choice: Alternative 3- 4 lanes with stoplights and on street parking.

Second Choice: Alternative 1- No Changes

Third Choice: Alternative 2 - 3 lanes with no summer on street parking.

Fourth Choice: Alternative 4- 3 lanes with roundabouts and no on street parking.

My choices are based on 22 years of running an on sight business within the proposed project.

First, even with 4 lanes, North Lake Blvd. is subject to gridlock any time

there is a major tie up on Hiways 28, 267 or I-80. Much of the planning that has gone into the project focuses on the Summer months, but the winter months, particularly during the holiday period from Thanksgiving to New Years, has just as much traffic as the summer but with the added variable of road conditions and spinouts. I spend 12 hours a day at our tree lot during this period and I cannot rememeber a year when there wasn't a period of extended gridlock during the holiday season. Every time 267 or I-80 closes (more and more frequently each year) Kings Beach traffic comes to a halt and taffic backs up into Nevada. It even backs up to Brockway on Saturday and Sunday mornings just from the traffic backup at Northstar, and the new stoplight at Northstar seems to make it worse. It even backs up to Nevada on Saturday and Sunday mornings just from the ski traffic backup at Northstar, and the new stoplight at North Star doesn't seem to help. In one recent year it was gridlocked a half a dozen times because of 267 and I-80 closures, and in 1998 I lost half of my late season business beacuse my Nevada customers couldn't get to my business for 4 days. We have served hot cider to people stuck in traffic and our bathroom has saved enough swollen bladders that our customers often remind us of it. This is all with 4Lanes and O ROUNDABOUTS! Hiway 28 is a principal traffic and evacuation route for all of the North Shore (including Nevada), and any of the 3 lane options is an invitation to catastrophe in an evacuation scenario.

IP1-2

For the same reasons, the use of roundabouts just doesn't make sense from a traffic flow standpoint. Someone somewhere in this planning process has fallen in love with this traffic circle idea, but it flies in the face of experience and logic in the case of Hiway 28. This is, after all, an Interstate Hiway. I have heard comments at the meetings that the merchants want this to slow the traffic down so people will get out of their cars and shop in Kings Beach, but the truth is that half of my customers live in Nevada and if you create gridlock they won't be able to get to my business. It happended in 1998 and the 3 lane options with roundabouts virtually guarantee that it will happen again. The Log Cabin next door gets a big chunk of his business from Nevada as do the Minitature Golf and Scraps Bakery accross the street. We are all serious businesses that work very hard to attract Nevada customers, but roadblocks are not the way to do it.

IP1-3

Finally, any alternative that takes away on street parking puts me out of business. Period. I sell a product - Christmas Trees - that can weigh up to

IP1-4

60 lbs. They can't be thrown over your shoulder and carried 2 or 3 blocks to the closest parking lot and, except in the case of customers with trucks, they have to be tied down to vehicles with rope, tools, and equipment to do it right. My insurance requires it, and I can't be running 2 or 3 blocks to tie down a tree every time I sell one. This is no exaggeration - If I lose on street parking I will have been out of business by the unintended consequences of a project that gets its support from merchants who want a project that benefits their businesses.

IP1-4
cont.

In summary, I oppose any reduction in lane capacity based on 22 years of on-site observation of the potential consequences on traffic flow and I oppose the roundabouts for the same reason. Equally, I oppose any option that takes away winter time on street parking from the practical standpoint that it will put one of the longest surviving businesses (mine) on the North Shore out of business. That is not what the merchants who provide the local support for this project want and is certainly NOT something that a government that is at least partially supported by my businesses' tax dollars should rationally be contemplating.

IP1-5

Four lanes with sidewalks and stoplights will provide adequate traffic flow, yet slow it down enough to reduce accidents and increase the foot traffic to the merchants. It is the alternative that makes sense.

IP1-6

I will try to be at the meeting on April 26 at Granlibakken. If you wish to discuss these matters I can be reached at 775 831-6281 or f.maguire@att.net.

Thank You,

Frank Maguire

From: sitecore@placer.ca.gov
To: [Maywan Krach](#);
Subject: Kings Beach Public Comments Submitted
Date: Tuesday, April 24, 2007 6:28:45 PM

Maywan Krach, Environmental Coordination Services

From: Kings Beach Commercial Core Improvement Project
 To: Maywan Krach
 Date: <<date>>
 Subject: <<subject>>

Add to Mail list: True
 Name: Larry Dowdle
 Address: p.o.box 612
 City: Kings Beach State: CA
 Zip: 96143
 Phone: 530-546-9134
 Email: eldowdle@hotmail.com

Comments: Remedy to slow down traffic entering Kings Beach from the East From: Larry W. Dowdle, 9699 North Lake Blvd., Brockway, CA 96143 eldowdle@hotmail.com Ph.# 530-546-9134
 In regards to the sidewalks and roads in the commercial core improvement project of Kings Beach: We need to get the traffic back under control. One way to slow down the west bound traffic though town is to keep the speed at twenty-five mph coming into California from Crystal Bay. What's happening now is, the drivers slow down for the 25 mph speed limit coming through Crystal Bay then as they enter California on highway 28 there is a speed limit sign for 35 mph. Naturally most drivers assume that is the minimum allowable speed. This speed is only 35 mph for 8/10's of a mile. The last 2/10's of it are down a fairly steep grade in to Kings Beach where by now the 35 minimum mph driver is going approximately fifty miles an hour. Not wanting to lose their momentum that they built up since entering California, they just kind of glide through town at up to 50 or so, way over the once again changed speed limit, which is now 30 mph. To

compound the problem, all the hotel guests and residents of Brockway and Crystal Bay have only one route available to them to walk to Kings Beach. On the 4 foot shoulder of Hwy.28. Would you feel okay knowing your kids or other loved ones were walking down that narrow shoulder with cars going 50 mph within 2 or 3 feet of their shoulder? I hope the only reason the situation exists is that the problem hasn't ever been brought to your attention before and not because of some illogical cookie cutter rule in a Caltrans manual. I've been warned by a Caltrans official to be careful about how I present the speed situation, because the way they set speed limits is by what speed the majority of the traffic is going. If a large percentage of the traffic is going forty-five in a thirty mph zone they may raise the speed limit to thirty-five or forty. In the case of Kings Beach its Caltrans that is responsible for the high rate of speed entering our town from the east. What I don't seem to grasp is who thought it was so important to raise the speed limit entering Brockway California for only 8/10's of a mile, which by the way is solid residential with at least one home's front door only 15 feet from the white line on the shoulder of the road and another's not much further than that. What is the point of encouraging the drivers to speed up for less than two minutes and then expecting them to slow back down?

IP2-2

IP2-3

IP2-4

From: Anne Chartier
To: Placer County Environmental Coordination Services;
Subject: Kings Beach Commercial Core Improvement Project
Date: Sunday, April 29, 2007 10:25:15 AM

Hi,

I attended your Open House on Wed., 4/25 in Kings Beach.

It was a wonderful Open House with a lot of information on this proposed project. The design and drawings of all the alternatives was great.

At the present time, I like Alternative 2 and 4. I plan on attending the Work Shops so hope I can decide which one I think is the best for town.

IP3-1

Thank you.
Anne Chartier
P. O. Box 1284
8330 Dolly Varden Ave.
Kings Beach, 96143-1284

Mary Kay Independent Beauty Consultant
530.546.4902 Home (Tahoe)
408.832.9485 Cell
achartier@marykay.com
www.marykay.com/annechartier

From: Maggie Schumacher
To: Placer County Environmental Coordination Services;
Subject: KBCCIP formal comments
Date: Wednesday, May 02, 2007 11:20:41 AM

To whom it may concern:

I attended Workshop 1 last night at the Kings Beach Conference Center. First and foremost I would like to thank all those involved in putting on this event. Giving the community the opportunity to be involved is much appreciated. As a resident of Kings Beach for the past 6 years I am very excited to have the opportunity to be involved in such an important and critical project. Also, as an employee of a local business, I also see great opportunities for the businesses.

I was part of the Alternative 4 brainstorming team (black dot). Following are some comments that I would like to share for consideration:

1. Both in the main session and the break out session there was much comment as to the issues of the grid in terms of some of the alternatives. I am a property owner on the corner of Dolly Varden and Deer. I strongly feel that there are certainly issues with the grid but they exist currently and will with any alternative chosen. The grid is a project in itself that needs to be addressed for any alternative chosen. I am not sure what a solution is but maybe some consideration into more stop signs may help. Dolly Varden tends to have people coming off 267 going 40 + mph. This road is narrow and regularly has children, adults and dogs walking on this roadway. However, I do not feel that choosing alternative 2 or 4 would increase the problem. I don't believe that tourist will wander off the main road. And the worry of traffic cutting through the grid already happens regularly by residents everyday.

IP4-1

IP4-2

2. One of my big concerns in this community is safety. The current situation with Kings Beach having 2 lanes in each direction creates the environment of a "highway". I don't feel that this is conducive to tourism or a resident friendly community. In my opinion the core downtown of Kings Beach should lend to the feel of a mountain beach community not a thoroughfare. Ironically all roads coming into Kings Beach from all other communities are single lane each direction - ie. 267, 28 from Incline Village and 28 from Carnelian Bay/Tahoe City. So why do we feel think that maintaining the single lane each direction will create massive congestion? Also, I have yet to find a pedestrian friendly and inviting downtown that is 2 lanes each direction - they are all single lane each direction. When I have guests that come to town they ask to go to Truckee or Tahoe City where

IP4-3

IP4-4

IP4-5

they feel like they are in a community instead of walking on a freeway and not feeling the sense of a quaint mountain town that they feel it should have. I think this really needs to be thought through in terms of what we are trying to achieve. Kings Beach is a tourism resort and residential community and we need to think from that viewpoint to accommodate both aspects.

IP4-5
cont.

3. Aesthetic appeal!!! What will draw people to our community is the first consideration. The second consideration is what will make them stop and shop, dine and recreate? Also, as a resident, what will draw us to spend more time and money in our own community? Both the street scape, functionality, and sense of safety are factors here. Currently it is not a draw with the lack of sideways, safe biking roadways, curb appeal including facades and landscaping.

IP4-6

4. Personally I feel that alternatives 2 or 4 give our community the greatest opportunities. Slowing down traffic, using roundabouts instead of lights, creating a sense of community and a true downtown feel and increasing safety is very, very important. I actually think that an integration of 2 and 4 would be best. Allowing for the larger sidewalks and plazas in front of some of the businesses for outside cafes, landscaping, trees and marketplaces which would be a great draw for residents and tourists. However in some of the other locations allowing for parking and narrower sideways would be a good compromise and could be year round parking

IP4-7

on the road. Maintaining no parking on the lake side at the state beach would leave a good view corridor and allows for more sidewalk space for arts fairs, music in the park, etc. Also, maybe considering vertical parking on some locations instead of parallel parking could increase the number of spaces in the designated parking sections and improve the safety hazard of people getting out of their car into traffic and opening doors on bicyclists. Also, considering the bike lane being next to the sidewalk inside of the parking. A comment of delivery trucks was brought up numerous times. Maybe consider having certain sections of the middle lane as delivery zones. A good example of that is the Sonoma Square in the Sonoma, CA.

IP4-8

IP4-9

Thank you for taking the time to read my feedback. I really look forward to seeing improvements in my community and will be attending the remaining workshops.

Sincerely,

Maggie J. Schumacher, RRP

Director of Resort Operations
North Shore Resort Realty, Inc.
Tahoe Vista Corporate Office
530.546.3324
530.546.2592 ext 627
530.546.3291 - Fax
madams_nsri@msn.com

Community Development Resource Agency
3091 County Center Drive, Suite 190
Auburn, Ca 95603

RECEIVED

MAY 10 2007

ENVIRONMENTAL COORDINATION SERVICES

May 5, 2007

To Whom It May Concern:

As property owners of Parcel #090-134-011-000 at 8710 N. Lake Blvd. Kings Beach, Ca. 96143, we have noted, in the conceptual drawings of Alternatives 2, 3, and 4, that you have not provided us with the driveway we have had for access to our home and business (for over 59 years). This is a necessity to change in the final plans, for our right to use our property for living and business purposes. Another problem we see is that the TART stop has been relocated in front of our business, where it has never been, (with a shelter and pull out). We are asking that it be moved back to where it's been, in front of Subway, or another location.

IP5-1

IP5-2

Sincerely,

John and Julie Wainscoat

Julie Wainscoat
530-546-2431
Box 486 Kings Beach Ca.
Kingjohn5@sbccglobal.net

Community Development Resource Agency
3091 County Center Drive, Suite 190
Auburn, Ca 95603

RECEIVED

MAY 10 2007

ENVIRONMENTAL COORDINATION SERVICES

May 5, 2007

Dear Sirs,

With the loss of the present parking along highway 28, in some of the Alternatives, we as merchants on the south side of highway 28, have noticed that the redevelopment officials have located all announced parking on the north side of high 28. We request that some of the public parking be placed on the south side, in other locations on both blocks past the beach area to accommodate our customers, keep from overflow on the back streets, and keep as many people as possible from having to cross highway 28 to access our businesses.

IP6-1

Thank you,

John and Julie Wainscoat
Brockway Bakery
8710 N. Lake Blvd.
Kings Beach, Ca. 96143
Parcel #090-134-011-000
Kingjohn5@sbcglobal.net

From: sitecore@placer.ca.gov
To: [Maywan Krach](#);
Subject: Kings Beach Public Comments Submitted
Date: Wednesday, May 09, 2007 1:55:43 PM

Maywan Krach, Environmental Coordination Services

From: Kings Beach Commercial Core Improvement Project
To: Maywan Krach
Date: <<date>>
Subject: <<subject>>

Add to Mail list: False
Name: Kali
Address: Kopley
City: Kings Beach State: CA
Zip: 96143
Phone:
Email: kali@uncorkedatsquaw.com

Comments: 3 lanes!!! At the May 1st workshop I noticed that the majority of individuals that prefer 4 lanes DO NOT live in Kings Beach - they are concerned that it will take them too long to get to THRU Kings Beach if the 3 lane alternative were adopted. While traffic delays are a real concern, it should be noted that there are many individuals supportive of 4 lanes that do not live in Kings Beach, will not/rarely stop to support local businesses and are more concerned with traveling quickly rather than safely. Thank you for the opportunity to provide comment.

IP7-1

IP7-2

From: sitecore@placer.ca.gov
To: [Maywan Krach](#);
Subject: Kings Beach Public Comments Submitted
Date: Wednesday, May 09, 2007 1:57:43 PM

Maywan Krach, Environmental Coordination Services

From: Kings Beach Commercial Core Improvement Project
 To: Maywan Krach
 Date: <<date>>
 Subject: <<subject>>

Add to Mail list: True
 Name: Rick Papaleo
 Address: PO Box 2529
 City: Kings Beach State: CA
 Zip: 96143
 Phone: 530-412-1115
 Email: rick@tahoemountainsports.com

Comments: Regarding the commercial core improvement project in Kings Beach, I would like to express my support for either of the 3-lane alternatives being considered. Kings Beach has the potential to be an attractive, unique, walk-able, and economically vibrant community. The vast majority of Kings Beach residents I know believe that either of the 3-lane alternatives will help Kings Beach achieve its potential by creating a visually appealing street, slowing down traffic, and encouraging people to walk and spend time in town. I have heard a few, very vocal interests from outside of town express support the 4-lane alternative, and so I am hoping you are hearing from the residents who live in or own property in this small, beachside community. I am opposed to a 4-lane highway built to move as much traffic as possible through town during the 13 busy days of summer. The existing 4-lane road and the proposed 4-lane alternative are dangerous and are not beneficial to the economy and quality of life here. I personally have seen 3 people hit by cars in the past three years, and I have nearly hit

IP8-1

IP8-2

IP8-3

IP8-4

pedestrians crossing the 4 lanes because of the blind spots created when 4 lanes of traffic try to yield to people crossing the road. In addition, the 4-lanes of speeding traffic discourage vacationers from spending time in town because they are unattractive, noisy, and not consistent with a quiet getaway at Lake Tahoe. Kings Beach is a treasure for Placer County - please listen to the residents of this town and help us create a walk-able community that is reflective of its scenic setting. Thank you and best regards, Rick Papaleo

From: sitecore@placer.ca.gov
To: [Maywan Krach](#);
Subject: Kings Beach Public Comments Submitted
Date: Thursday, May 10, 2007 5:07:46 PM

Maywan Krach, Environmental Coordination Services

From: Kings Beach Commercial Core Improvement Project
To: Maywan Krach
Date: <<date>>
Subject: <<subject>>

Add to Mail list: True
Name: David McClure
Address: PO Box 349
City: Tahoe Vista State: CA
Zip: 96148
Phone: 546-8297
Email: mccluretahoe@yahoo.com

Comments: Will there be an opportunity for a dialogue esp.
regarding the technical data on traffic. The one time question
answer does not move us much closer to mutual understanding.

From: sitecore@placer.ca.gov
To: [Maywan Krach](#);
Subject: Kings Beach Public Comments Submitted
Date: Thursday, May 10, 2007 5:19:08 PM

Maywan Krach, Environmental Coordination Services

From: Kings Beach Commercial Core Improvement Project
To: Maywan Krach
Date: <<date>>
Subject: <<subject>>

Add to Mail list: False
Name: David McClure
Address: Po Box 349
City: Tahoe Vista State: CA
Zip: 96148
Phone: 546-8297
Email: davidmcclure@yahoo.com

Comments: Since pedestrians, bicyclists must cross the three lane flow inadvertently and the flow must stop when in the crosswalk, why are higher pedestrian and bicycle counts factored in the LSC's 2028 analysis, since obviously the increased movement of these impediments to traffic is the purpose of the three lane alternative?

From: Kathryn Kelly
To: Placer County Environmental Coordination Services;
Subject: Comments on Kings Beach redevelopment --ALT 4
Date: Sunday, May 13, 2007 5:22:40 PM

Thank you for the extensive county dedication to community involvement on this project. We greatly enjoyed attending the first workshop and will attend more.

We walked into the workshop favoring alt 2 and walked out favoring alt 4. We thought the lack of parking on the main road would be problematic for peak summer months, but now we realize there isn't all that much parking on the main road anyway, so let's encourage bike and pedestrian traffic year round and give up trying to enforce parking prohibition for two months of the year. The county has done a great job increasing the availability of nearby parking off the main road which is easily accessible.

IP11-1

The middle/left turn lane works GREAT in front of Safeway (I shopped at Raley's until the middle lane was introduced) and also for the three lanes in Incline Village, which is a better comparison for our traffic than Tahoe City. We think the wider lanes for bike traffic is great, too, and encourages more cyclists and enhances their safety. The roundabouts in Truckee have been TERRIFIC and we strongly encourage them for Kings Beach (and 431/28 interchange also), particularly for pedestrian safety and traffic flow.

IP11-2

Our main concerns are for traffic slowing down to the point of congestion. It is not really a problem in Incline even on summer peak days, so I imagine it won't be a problem here with proper planning. And some congestion on peak days will be well worth the benefit to year-round residents.

IP11-3

We know this plan has been a long time in the works, and it shows. Great job!

Kathryn Kelly and family
Kings Beach

From: sitecore@placer.ca.gov
To: [Maywan Krach](#);
Subject: Kings Beach Public Comments Submitted
Date: Tuesday, May 15, 2007 5:29:59 PM

Maywan Krach, Environmental Coordination Services

From: Kings Beach Commercial Core Improvement Project
To: Maywan Krach
Date: <<date>>
Subject: <<subject>>

Add to Mail list: True
Name: Randy Williams
Address: BOX 3640
City: INCLINE VILLAGE State: NV
Zip: 89450
Phone: 530.546.5260
Email: RANDY@TAHOEMAIL.COM

Comments: I DO NOT SUPPORT ANY RECONFIGURATION OF THE DOWNTOWN STREET HWY 28 IN KINGS BEACH. 98 BUSINESS PEOPLE ARE DECEIDING TRAFFIC FLOW FOR THE 4000 RESIDENTS THAT LIVE HERE. IN 1993 WE PRESENTED 3500 SIGNATURES AGAINST THIS PLAN WHEN THE NTBA PRESENTED IT TO CALTRANS. VERY FEW OF THE LOCAL RESIDENTS KNOW ABOUT THIS AND IT IS BEING HURRIED THROUGH. IT IS AN ISSUE THAT IS IMPORTANT ENOUGH THAT THE RESIDENTS SHOULD BE NOTIFIED BY MAIL OR AT THE VERY LEAST DOORHANGERS. THE MAJORITY OF PEOPLE THAT ARE ATTENDING THESE WORKSHOPS ARE WITH THE NTBA. THAT IS WRONG. MAYBE A VOTE OF THE PEOPLE WOULD BE FAIR, RATHER THAN LISTENING TO THE RECCOMENDATIONS OF THE PEOPLE IN ATTENDANCE.

IP12-1

IP12-2

From: printart
To: Placer County Environmental Coordination Services;
cc: mcavanaugh@trpa.org;
Subject: KB Commercial Core Improvement Project Formal Comment
Date: Wednesday, May 16, 2007 9:57:43 AM

My preference for this project is Alternative #2.

- A concern I have is the impact of frequent, non-controlled pedestrian crossings at the two roundabouts will have on traffic flow during the summer weekend days. I watched the videos demonstrating pedestrian/traffic interaction at the 05/15/07 presentation at the NT Conf Ctr which showed little interruption, however the examples did not depict the pedestrian/traffic volume that KB has on busy summer days. Do you have more comparable examples, particularly ones that might show the workability of two roundabouts w/similar proximity.
- My preference for Alt 2 is partially driven by what I perceive is the increased opportunity to change lane configurations/parking in the future should traffic projections not pan out. Perhaps the roundabouts can be designed to allow for seasonal and/or temporary changes to both on-street parking and increasing the # of traffic lanes in a given direction for certain spans, similar to Tahoe City's ski rush-hour coning but perhaps on a more "temporarily permanent" basis. When that roadbed is not needed for traffic/parking, temporary bollards/planters may allow that real estate to be used for pedestrian/business applications.
- The pedestrian-controlled signal at the casinos is the reason for eastbound backups in Kings Beach in the summer. I encourage the TRPA to be an advocate for alternative pedestrian crossing in Crystal Bay. As an immediate remedy (summer 2007), ask NDOT to increase the waiting time for the pedestrian green signal to allow more cars to pass before stopping traffic. In the long term, a man-bridge, skywalk or tunnel between casinos.
- In light of the fact that this project is so monumental for KB, is it possible to re-sign, re-stripe Hwy 28 and reconfigure the signal at Coon this summer, in an effort to model the 3-lane alternative to gain some empirical data? Truckee did this a while ago when considering making Commercial Row eastbound only.

Thank you for your consideration of my thoughts.

Sincerely,
John Bergmann

IP13-1

IP13-2

IP13-3

IP13-4

IP13-5

IP13-6

Please call John at Printart/SierraMail
with any problems or questions
530 546 4989 / fax 530 546 7665
8491 Brook Ave
POB 1889
Kings Beach, CA 96143

From: sitecore@placer.ca.gov [mailto:sitecore@placer.ca.gov]
Sent: Wednesday, May 16, 2007 2:31 PM
To: Maywan Krach
Subject: Kings Beach Public Comments Submitted

Maywan Krach, Environmental Coordination Services

From: Kings Beach Commercial Core Improvement Project
 To: Maywan Krach
 Date: <<date>>
 Subject: <<subject>>

Add to Mail list: True
 Name: Sue Daniels
 Address: P.O.Box 92
 City: Tahoe Vista State: CA
 Zip: 96148
 Phone:
 Email: sue@laketahoesue.com

Comments: We always should ask: who, what, when, where, why, and how? What are our goals associated with this project? I have heard that we want to slow traffic and protect pedestrians. Good so far... How much do we want to slow traffic? Why do we want to slow traffic? For shopping? Is Tahoe City's example in frustration a good goal? Is the idling car waiting for 30-45 minutes to creep into town an effective way to protect our air and our lake? We are lucky we have Tahoe City, as a living-working example of what reducing to 3 lanes in Kings Beach will do. (3 lanes is a misnomer as it is really 2 lanes with a turn in, turn out lane) Remember also that the Tahoe City example is modified when traffic is increased: i.e. there are cones manually placed in the middle turn lane to create a 2 lane into town scenario when traffic is high. So even Tahoe City's example is a lie; it is turned into "two lanes" in one direction when needed and when possible. What is the purpose/function of the traffic? Where is it going? Is it going into town to find a place to stop? Is it taking people to and from work? To Nevada? To Hwy 80 via Hwy 267? Tahoe City does have a few alternative routes, but you have to get into town to use the Fairway bypass, the west shore has Sequoia to Holly to Chapel bypass much to the disappointment of residents on those streets. That route will not be relieved with the 64-acre park and ride scenario... North shore has the Highlands cut off, the Dollar Point through Panorama through Lake Forest cut off. Anyway, in Tahoe City we currently have a system, which does not work for any time we have more than the

IP14-1

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IP14-3

off-season local traffic. Now we move back to the Tahoe Vista/Kings Beach scene: At this point, the current road setup works to move traffic, except when the new light at National is not working and that has only created 2-45 minute backups that I know of. Kings Beach is backed up 267 during Friday evening commute + tourist arrivals and then after ski crowds and July and August crowds at this time, but that is not bad. Currently the around town cue is not used too much. However, anyone who wants to stop in town, already does, and anyone whose reason for driving is to get through town, will go around if there is a backup. Now for safer conditions for pedestrians: Again, let's imagine Kings Beach with Tahoe City conditions (suggestion 2 and 4 with "3" lanes): Imagine we have 2 lanes with a turning lane in the center of the road. Add roundabouts, as Tahoe City doesn't have those features. Drivers have waited in cues to pass here for anything from 1-5 minutes, it is a nice day, and the pedestrian comes to the cross walk. The motorist (should by law) is supposed to stop, and if in a good mood, they will. All traffic stops, the ripple effect of stopping and starting extends the cue another 30 seconds for cars back down the line. A minute later another pedestrian comes to cross, again the ripple, the cue extends, the traffic is now waiting another 1-3 minutes, another pedestrian, again and so on. Traffic will now be in a 5-15 minute cue, backed way up Hwy 267, and back on Hwy 28 passed Agate Bay, up on the Brockway hill into Nevada etc. Drivers will now be using the fish and animal streets. Coming down from Hwy 267, in on Speckled, down Coon, into the roundabout, this driver is now in primary position and will stop the cars moving east on Hwy 28 from entering the cue... further delay on the main highway and further reasons to use the back streets and go around will be created. We now have a 20-45 minute cue... Tahoe City revisited!! How delightful! Oh, the pedestrian! I almost forgot... It was a nice day, the driver who just stopped for 30 minutes would just love to stop for the pedestrian who just walked up to the crosswalk... or "who are we kidding?" The pedestrian is the enemy! Each driver will try to make it passed the pedestrian before it looks like they really are going to cross and the driver has to make that decision to stop! And this decision is complicated when the driver is also timing himself with the car that has come down from Coon and has the right of way in the cue. Now, back to our original questions: we are trying to slow traffic and create pedestrian safety. As much as I hate stop lights, and I do, they are very good at controlling speed and they are also good at controlling that random pedestrian by making those people on foot wait their turn too! The pedestrian is now a normal part of the system and not the enemy! Traffic can move in sequential formation, in cues, which are timed and proceed with the most efficiency available. Timers can move the lights and traffic within the speed limits, controlling the speed. Those who want to stop in town can stop in town; those who want to move on through town will see the main road as the quickest and most efficient cue. There will be little need for

IP14-3
cont.

IP14-4

IP14-5

escaping to the back streets to go around town. Pedestrians will get their turns in a safe (safest that we know of) crosswalk, with red lights letting all those annoyed drivers know when they have to stop. My concerns with all your scenarios are that 2 intersections were never even addressed in this rather slanted and coerced study EIR: The school and hotel functions on the west side of town have no crossing facility (either Secline or Deer Street areas). The other area, noted for the largest school bus stop, TART stop and traffic is Fox Street. My goodness, that is where more people have died in the past 40 years than in any other part of this new system plan area. Sidewalks are nice: they can be placed in all scenarios. I am, however, amazed that the 17 foot model was suggested: A large expense of public \$\$ which may not be cost effective. Unless you are talking about other agencies: I can just see the TTSA raking in the \$\$ (\$175.00 yr/per seat) for a cafe to put in extra seating on the sidewalks. And the parking requirements... You in the county would get... \$10,000 or more for each 4 seats as in lieu of parking fees. I then see the restaurant owners just running in to add all this seating... for a couple of month's business. After all, in August it is nice; but let me see now: I want to have a sandwich (heavy on the sand on most summer afternoons) on the sidewalk, just after we finished swimming lessons, in June, in the afternoon when the wind is up, we just had a brisk 52 degree temperature morning. I don't believe that most of those who write you about the cute wide sidewalks have ever had a girl scout fundraiser in July at the beach, school fundraiser for track and field or Little League at the craft's fairs, have tried to have steady weather for swim lessons in June and in September, and definitely, who have tried to keep this size sidewalk shoveled in 15-20 mph winds off the lake. I see only 20-30 good days for enjoying a large sidewalk like that... and it WILL HAVE A VERY STEADY FLOW OF TRAFFIC GOING BY AT ALL TIMES... Hmmm, the ambiance... the fresh mountain (exhaust) air... just don't see it there. This scenario is unrealistic for the business owners, and their maintenance requirements will be an unfair tax on their business incomes. For businesses, 5-8 foot sidewalks will allow easy ingress/egress to their business, those who want to add some seating will still have more than they currently have, there will be opportunity for parking near the business... diagonal is easiest for quick maneuvering in and out, but a nice bike lane along the side would be a big plus too. Those who need the sidewalks walk year round; there are lots of children, all ages will use them for walking, especially to events, businesses and to the bus stops. They need reliable footing, easy access, safe street crossing, good lighting and those concepts can be achieved with the 5-8 foot sidewalks. My solution: talk to your planner, Gordon Shaw for his insight. He has a lot of good information and practical knowledge of this area. Address the extra intersections. Time stoplights and have them electronically triggered to keep speeds at a good speed limit. Allow a pedestrian to trigger the light and fall into the cue, taking turns with traffic

IP14-5
cont.

IP14-6

IP14-7

IP14-8

IP14-9

at reasonably spaced timeframes. Keep the scenario workable for snow, snow storage and snow removal. Think hard about real life questions: How will a pedestrian stand safely and wait to cross the second part of the road on the island in the middle of a snow-covered roundabout? How about the semi tractor truck delivery vehicle that gets high centered on the snow-covered roundabout? Will a large sidewalk really be used enough to be worth the extra expense? Is money used wisely in that manor? As trustees of the public funds, and in care of the public welfare, should you cater to a vocal group of "visionaries" or should you remember: this is a major highway, not the old center of a dying town. Remember too, there are a lot of politics going on up here (believe me, I know) and most of the regular homeowners, regular tourists and regular 2nd home owners ARE NOT REPRESENTED IN THE NTBA AND SIERRA BUSINESS COUNCIL results you have seen in the "town meetings". (Note the timing on this EIR: no tourists and no 2nd home owners are in town during April and May. Hmmmm) Thank you for taking the time to read and consider my thoughts. I would love to hear from you on any items noted and missed on this comment sheet! Sincerely yours, Sue Daniels Resident of Tahoe since 1958 (full time), and I remember when Kings Beach had 2 lanes. when Tahoe City wye had backups from Alpine and Squaw that were over 2 hours long. when Carnelian Bay had 4 lanes.

IP14-10

IP14-11

From: sitecore@placer.ca.gov
To: [Maywan Krach;](#)
Subject: Kings Beach Public Comments Submitted
Date: Wednesday, May 16, 2007 2:01:24 PM

Maywan Krach, Environmental Coordination Services

From: Kings Beach Commercial Core Improvement Project
To: Maywan Krach
Date: <<date>>
Subject: <<subject>>

Add to Mail list: True
Name: William McClure
Address: 66 Balboa Ave.
City: San Rafael State: CA
Zip: 94901
Phone: 415-453-4951
Email: bmcclure@afevans.com

Comments: We have property in the area and are interested in
the redevelopment of Kings Beach.

IP15-1

From: sitecore@placer.ca.gov
To: [Maywan Krach](#);
Subject: Kings Beach Public Comments Submitted
Date: Wednesday, May 16, 2007 12:05:31 AM

Maywan Krach, Environmental Coordination Services

From: Kings Beach Commercial Core Improvement Project
To: Maywan Krach
Date: <<date>>
Subject: <<subject>>

Add to Mail list: False
Name: Brian Silverman
Address: PO Box 156
City: Kings Beach State: CA
Zip: 96143
Phone:
Email: bizguybri@sbcglobal.net

Comments: I want to say that I was very impressed with the May 1st and 15th workshops held at the community center. The organization of the workshops was top notch. Steve Frisch was nothing less than excellent. I hope to see Steve involved in more community projects. I would have come just for the pizza, (I love Pelluso's Pizza), but my main interest is seeing some positive growth in this area. The town walk through was thorough and like the workshop itself, very well done. Thank you for giving the community a voice and making it stronger. Brian Silverman

From: gidentraygues@att.net
To: Placer County Environmental Coordination Services;
Subject: Kings Beach Core Improvement Project Comment
Date: Friday, May 18, 2007 10:06:17 AM

To The Attention of Maywan Krach:

I am a property owner in the Kings Beach Core Improvement Project Zone and I wish to formally comment on the proposed project. I would like my comments to be part of the official record.

First, I believe that any proposal that reduces the number of traffic lanes will result in an unacceptable increase in the number and duration of gridlock periods in both the summer and winter tourist seasons. We get gridlock now whenever there are accidents or road work projects, and it is more frequent in the winter than in the summer. This results in traffic to and from Nevada flowing on to the backstreets in the residential areas (where the children are playing) to avoid the gridlock. Reducing traffic flow from 4 lanes to 2 will make this problem worse, and in the event of a summer fire or evacuation order the traffic on North Lake Blvd. will simply come to a halt and one of the main routs out of the basin will be effectively blocked. As the Oakland hills fires proved, this will cost people's lives in a fire. This is not a liability that any responsible government agency should be a party to.

My choices from the alternative proposals are: (1) 4 lanes with stop lights and on street parking or (2) No Changes. My last choice would be 3 lanes with roundabouts.

Thank You,

Gabrielle Dentraygues

IP17-1

IP17-2

IP17-3

From: sitecore@placer.ca.gov
To: [Maywan Krach;](#)
Subject: Kings Beach Public Comments Submitted
Date: Friday, May 18, 2007 4:40:16 PM

Maywan Krach, Environmental Coordination Services

From: Kings Beach Commercial Core Improvement Project
 To: Maywan Krach
 Date: <<date>>
 Subject: <<subject>>

Add to Mail list: True
 Name: Carol Savary
 Address: PO Box 2990, 9910 White Cap Lane
 City: Kings Beach State: CA
 Zip: 96143
 Phone: 530.412.3312
 Email: csavary@charter.net

Comments: I would like to commend Placer County Department of Public Works and the Sierra Business Council on facilitating a process for our community to reach consensus on which of the four alternatives is most beneficial to our community. Historically, there has been a wide variety of opinions on which of the alternatives is preferred by the community. Through the walkable workshop series, the North Tahoe Main Street Design Committee educated our community on the options for and the factors that contribute to a more pedestrian friendly downtown street design. The Sierra Business Council has since done a wonderful job conducting community workshops to provide information and demonstrations on the elements of each alternative, followed by an objective and fair approach to seeking input from the 100-200 community members present at the workshops as to which alternative we would like to invest in. I spoke with a number of people at the May 15th workshop after we had experienced the three exercises who made different investment decisions. All agreed that the process by which we

were presented information, given the opportunity to ask questions about the alternatives and the project at large, and then voice our individual opinions was a constructive and fair approach. Thank you so much for considering the needs of our community and investing the time, energy and expense in educating us on the project. Sincerely, Carol Savary Kings Beach resident, business person and property owner

From: sitecore@placer.ca.gov
To: [Maywan Krach](#);
Subject: Kings Beach Public Comments Submitted
Date: Friday, May 18, 2007 5:26:01 PM

Maywan Krach, Environmental Coordination Services

From: Kings Beach Commercial Core Improvement Project
To: Maywan Krach
Date: <<date>>
Subject: <<subject>>

Add to Mail list: False
Name: Carol Savary
Address: PO Box 2990, 9910 White Cap Lane
City: Kings Beach State: CA
Zip: 96143
Phone: 530.412.3312
Email: csavary@charter.net

Comments: As a Kings Beach resident, business person, property owner and community volunteer, I would like to voice my opinion on the Kings Beach Commercial Core Improvement Project. I was delighted to see such overwhelming community support for a more pedestrian-friendly and safety-oriented solution in support of 3 traffic lanes and roundabouts. Both Alternatives 2 and 4 offer a shorter crossing distance for pedestrians, traffic calming/slowing with only one lane of traffic in each direction, roundabouts that require a slower driving speed, and wider sidewalks that offer more space and safety. Given that the community has clearly voiced their support for a more pedestrian-oriented solution, I am optimistic that we can reach consensus on a compromised solution addressing the concerns and differences between the two. While I personally support Alternative 4, I am in support of a compromised solution to address business concerns about street parking and delivery zones. Our business community will greatly benefit by increased pedestrian activity, because pedestrians, not drivers, are who go

IP19-1

IP19-2

into stores and spend money (with the exception of drive-thru establishments). At the same time, I do think that parking solutions that offer short walks to businesses are required, whether that be in the form of increased satellite parking on back streets throughout the downtown area or limited street parking where the sidewalk widths may vary to allow some street parking. My anecdotal understanding of Truckee's experience with roundabouts is that they have been widely accepted and welcomed by the community, as they effectively manage widely varying levels of traffic, with a more local population during the week that is not required to stop at a stoplight unnecessarily and keeping traffic moving, albeit at a slower speed, during heavy traffic volume with peak tourist seasons. Also, I've read a number of articles and studies on roundabouts, and my understanding is that while they do slow traffic speed, they often enable a driver to get from Point A to Point B faster, as they don't need to stop fully at a stop sign or traffic light. While I am only one person in the community and support the process we are going through to facilitate consensus within our community, I thank you for the opportunity to express my thoughts on your web site.

IP19-3

IP19-4

Basilio Procissi
215 Marshall Way
Auburn, CA 95603
May 21, 2007

RECEIVED

MAY 24 2007

ENVIRONMENTAL COORDINATION SERVICES

Placer County CDRA
3091 County Center Drive, Suite 190
Auburn, CA 95603

Re: Kings Beach Commercial Core
Improvement Project
APN: 090-134-005
Site: 8636-8646 N. Lake Blvd., Kings Beach, CA

Kings Beach is an old quaint tourist community with a charm all of its own. S. Rte. 28 is the highly travelled highway through Kings Beach for the thousands of people who frequent the Casinos, live in Incline Village or want to get to Hwy. 50. With all respect to Caltrans, their major concern is to move traffic from point A to point B. The welfare and continued success of privately owned business establishments is of lesser concern.

IP20-1

I am in favor of curbs, gutters, maximum 4 foot sidewalks, on-street parking and sensible sidewalk flower planters for beautification. No one enjoys walking on an unpaved sidewalk. We have many beautiful trees in the area already.

IP20-2

I am NOT in favor of roundabouts. I believe they do not fit into the aesthetics of Kings Beach. They are confusing and a deterrent to many drivers and pedestrians. Many families and young children must cross Rte. 28 to get to the beach. They would have the same safety problem they have today. Roundabouts will not make it safer for pedestrians.

IP20-3

My parcel accomodates a commercial business, a small Old Tahoe cabin with covered parking and a 2 bedroom home with detached garage. My present tenants have been with me for over 25 years and they are concerned about the access off of Rte 28 to their garages and access for delivery of equipment and supplies to continue their business operation. I now provide off-street parking along the front of my buildings for 6 vehicles and I hope that will not be changed.

IP20-4

Monday morning, May 21, I contacted Maywan Krach, County of Placer - Assistant CDRA Technician. She was very helpful and made available information to me. As you can surmise, I am not sold on either Alternative 2 or 4 which seem to be the most popular plans according to a newspaper article. If I had a choice, I would prefer a plan leaving Rte. 28 as it is - 4 lanes of traffic, no roundabouts, add curbs and gutters, add 4 foot wide sidewalks with nice planters, and add improved street lighting to make the area more desirable for pedestrians and tourists.

IP20-5

If I had to make a choice between Alternative 2 or 4, I would reluctantly go with Alternative 2.

IP20-6

Sincerely,

Basilio Procissi

From: BILL & PAT RUSSELL
To: Placer County Environmental Coordination Services;
Subject: Kings Beach Commercial Core Improvement Project
Date: Monday, May 21, 2007 9:25:17 AM

As residents of Kings Beach, we are expressing our concern about the improvement project. Most of the plans will only hurt the small businesses in Kings Beach, with the elimination of street parking and the fees they will be required to pay. Roundabouts are not the answer, they will cause congestion on 267 and 28. They will ultimately divert traffic through the back streets of Kings Beach, raising the risk of accidents there. The back streets are narrow and children are everywhere. Also, roundabouts are not pedestrian friendly, crossing the street, to or from the beach, would become risky, if not impossible. The subsequent congestion would raise the number of idling vehicles and increase air pollution in the basin. The traffic light plan makes the most sense for all concerned, it would keep traffic moving and allow safe crossing of the highway. Who needs seventeen foot sidewalks? Ridiculous!

IP21-1

IP21-2

IP21-3

IP21-4

IP21-5

Bill and Pat Russell
1035 Salisbury Lane
Kings Beach

Sent: Tuesday, May 22, 2007 8:34 AM
To: Jeff Cowen
Subject: FW: Kings Beach Core Improvement Project

From: Meera Beser [mailto:mbeser@sbcglobal.net]
Sent: Tuesday, May 22, 2007 12:11 AM
To: Angela Moniot
Subject: Kings Beach Core Improvement Project

This is to let you know my thoughts and feelings regarding the "Kings Beach Core Improvement Project" currently in the comment stage of DEIR, DEIS. Please be aware that I am one of a rapidly growing group of local business people and community members who have taken up arms against a project that some interested parties have indicated they have a "consensus" agreement regarding. There is no consensus and very little agreement in regards to this project. The comments herein are however, reflective of a very large group of people. I wish to have these comments and concerns made a part of the public documentation and seriously considered before you come to any conclusion regarding this project.

IP22-1

The DEIR/DEIS is seriously flawed due to the short sightedness of the group organizing the project and how they view the needs of the community. The various alternatives used did not include a reasonable, useable scenario. The information was presented to the community with very obvious agendas that do not serve the community or Lake Tahoe in the slightest.

IP22-2

Traffic Concerns

Problem: There is an interstate highway (hwy 28) that runs through the center of town, this is an unavoidable fact. It is wide and frequently drivers speed as they go through town. In the summer and winter seasons this route is heavily traveled as seen in your DEIR, DEIS with many thousands of vehicles traveling in both directions daily.

Solution: It could use some consistent, regular speed enforcement in the

guise of visible California Highway Patrol officers citing locals and visitors alike for their bad behavior. Currently we have very irregular and inconsistent traffic enforcement.

IP22-3

Currently considered alternative: Narrow the street to 1 lane in each direction add roundabouts to further confuse people. There are good solid reliable studies that indicate roundabouts do not protect pedestrians in areas where they have as much traffic as we have here and that they are not effective where traffic flow is interrupted by merging vehicles, or pedestrians crossing. In addition the current DEIR/DEIS indicates that traffic will queue up four up to 5 hours a day for 120 days of the summer season. In addition this scenario will force traffic up into the surrounding residential neighborhood which is heavily traveled by pedestrians and children. As indicated in the DEIR/DEIS the levels of additional traffic also exceed the Placer county limits by several thousand cars per day putting many children and pedestrians at risk for traffic accidents.

IP22-4

IP22-5

Problem: In the current configuration the traffic frequently exceeds acceptable limits for waiting, stopping and idling times. It makes no sense whatsoever to attempt to make this road narrower thereby increasing the unacceptable traffic limits even further. Extended idling time increases air pollution, noise pollution and water pollution which is part of what we are trying to avoid here. In addition we have 2 stop lights for 7 blocks of pedestrian traffic going across the highway from current and proposed parking to visit the lake. The DEIR,DEIS clearly indicates that several streets have above average accident statistics and will soon need traffic stoplights but do not currently warrant them. However, the 2 existing lights have lower than countywide averages and seem to work very well. Everybody hates stoplights we know this. However, they work for a reason.

IP22-6

IP22-7

IP22-8

Solution: Place pedestrian crossing lights at 2 or 3 major intersections these being Hwy 28 and Bear St, Hwy 28 and Fox St and possibly Hwy 28 and Secline St which leads directly to the elementary school and the Boys and Girls Club. These lights can be configured to coordinate pedestrian interruptions with traffic lights thereby limiting the wait times and the traffic speed. In the future, when the increase in traffic warrants it these lights can easily and conveniently be converted to full traffic stoplights. This solution

IP22-9

also restricts the overall queue times and reduces the traffic forced into the surrounding community.

IP22-9
cont.

Water Quality: This project initially came into being because the TRPA and Lahontan Water Quality Control Board enforced a need for Best Management Practices regarding water runoff from the highway to Lake Tahoe which was destroying the clarity and polluting the water. TRPA and Lahontan required gutters, storm drains and curbs and holding basins to direct water runoff. Adding sidewalks was deemed a good idea and was included in the plans. The DEIR/DEIS indicates a “no project” alternative to fulfill SEQUA and NEPA requirements however this is actually not an alternative because the county must perform the initial water quality control items no matter what the rest of the project does or says. So a “No Project” alternative does not actually exist and is a flawed component of the DEIR/DEIS.

IP22-10

IP22-11

Solution: Do the required curbs, gutters, drains and basins and throw in 5-6 foot sidewalks as part of the project.

IP22-12

There is no need for 15 foot sidewalks, and 2 lanes will simply cripple this portion of the highway creating more road rage and accidents as well as forcing business owners along the highway to foot an unreasonable share of charges and assessments for liability issues and sidewalk snow removal.

IP22-13

There are so many other flaws in this study and project that I could go on for days such as; with wait times and queues of 4-5 hours there would be no emergency access on either side of the traffic stoppages. With no road side parking for business we would be out of compliance with ADA regulations for parking and access. With no roadside parking there would be no way for businesses to receive shipments, in addition businesses with adjacent parking lots would have extra cost and liabilities for people parking and walking away.

IP22-14

As you can see I am not against progress I truly believe there needs to changes to the current situation however, I see solutions that are much easier, more cost effective and less disruptive to the community as a whole. Please take a serious look at this document and think long and hard before you approve something as patently foolish as the current “Kings Beach Core

Improvement" project as it currently stands. Thank you for your time and consideration.

Meera Beser
P.O. Box 178
Kings Beach, CA 96143
530-546-9475

From: tom burt
To: Placer County Environmental Coordination Services;
Subject: Fromal Comment K.B. Commercial Core Improvement Project
Date: Tuesday, May 22, 2007 5:20:50 PM

Fromal Comment K.B. Commercial Core Improvement Project

This Comment is from:

Tom Burt
PO Box 2572
Kings Beach, Ca
96143

As a lifetime resident of Kings Beach who is a forth generation local, I strongly oppose any option that does not have parking on the main street. If sidewalks are going to be put in, the option with the 4 lanes and 5 foot sidewalks is the best for this community. Making KB 2 lanes is going to put pressure on the back streets of Kings Beach, thus endangering the children and families who live here and walk these streets. My kids included. The studies that were done by the highway department and presented to the community last year clearly showed that there would be traffic flow issues with any 2 lane option. Keep the traffic out of the back streets and on the highway. Also because speed is a factor in the KB corridor and there never seems to be any enforcement of the speed limit, raised crosswalks that serve as speed reducers could be an easy answer for Fox, Bear and Dear Streets. That would slow traffic, making it safe for pedestrians and slow traffic for the businesses. As far as the 9 and 17 foot sideways, that is just a waste of space. I have traveled around the world and big sidewalks don't make people appreciate a town. It is the people, businesses and community that make or break a town. Keep Kings Beach, Kings Beach and stop trying to make it something it is not.

Thanks

IP23-1

IP23-2

IP23-3

IP23-4

IP23-5

Tom Burt

Dan LaPlante

From: sitecore@placer.ca.gov
Sent: Tuesday, May 22, 2007 8:33 AM
To: Dan LaPlante; Brian Stewart; Peter Kraatz
Subject: Kings Beach Comments Submitted

Dan LaPlante - Kings Beach CCIP

From: Kings Beach Commercial Core Improvement Project
To: Dan LaPlante
Date: <<date>>
Subject: <<subject>>

Add to Mail list: False
 Name: Scott Copeland
 Address: box 459
 City: Tahoe Vista State: CA
 Zip: 96148
 Phone:
 Email: sj.copeland@earthlink.net

Comments: Dear Mr. LaPlante, I am a double business owner and home owner in the Kings Beach area. I have some concerns about the plan that the sierra business council is going to recommend to the board of supervisors. I don't believe that a recommendation from the SBC is a true community, citizen based recommendation, rather a private interest group recommendation. Some of the concerns I have are, 1) The impact of restricted parking will directly effect my restaraunt by customers not having direct access. How and when are my deliveries to be made? On highway parking slows traffic down, when you eliminate parking the roadway looks like a freeway, therefore increased speeds. The 17' sidewalks are excessive. Do we really need to see 34 feet of sidewalk to accomadate 7 core summer weeks of tourism, when generally the rest of the season is not even warm enough to be walking around outside? This burden on the building owners will in essence raise the rents for business owners. Snow removal is a problem, i.e. snow storage, costs to haul away snow, air quality issues with the increase of heavy equipment to move this amout of snow. Heavy equipment presence is also not very pedestrian friendly. 2) I think a plan for controlling traffic in the residential cross streets of Kings Beach must be approved before a downtown redevelopment project takes place. What precautions are being made to make the area around the elementary school safer for pedestrian children with an increase of people parking on those streets? 3) Lets remember, highway 28 is a state hwy, a main corridor for travellers and commerce from the Carson City urban area, Reno, Incline Village, and the entire north shore area, does reducing the amount of lanes really make sense?

IP24-1

IP24-2

IP24-3

IP24-4

IP24-5

From: sitecore@placer.ca.gov
To: [Maywan Krach](#);
Subject: Kings Beach Public Comments Submitted
Date: Tuesday, May 22, 2007 2:54:20 PM

Maywan Krach, Environmental Coordination Services

From: Kings Beach Commercial Core Improvement Project
To: Maywan Krach
Date: <<date>>
Subject: <<subject>>

Add to Mail list: True
Name: Ed Granzow
Address: POB 993
City: Carnelian Bay State: CA
Zip: 96140
Phone: 530.546.3113
Email: efgranzow@iguanaware.com

Comments: As a traffic and transportation planner for over 30 years and a resident of Brockway (I live on N Lake Blvd), I find your evaluation and assessment of the impacts of the proposed project completely inadequate and in likely violation of the project assessment and community involvement guidelines of the NEPA process. In general, traffic, congestion and delay impacts of any capacity reduction alternative were clearly described and detailed in the project's traffic report. These impacts were characterized as significant. Based on the stated Purpose and Need in the DEIR, these impacts were given no or minimum weight in evaluation of the various alternatives' performance. This was due to the narrowly defined Purpose and Need which was established without adequate public consultation for the project and/or reasonable consideration of the scope of project impacts. In addition, to minimizing the importance of traffic impacts, despite explicit recognition in the traffic report of likely through traffic diversion into residential neighborhoods, no assessment or recognition of safety and environmental justice

IP25-1

IP25-2

impacts of this diversion is included in the DEIR. The Purpose and Need is flawed in that it is based on an inadequate assessment of the weight to be given to the various social, environmental, safety and mobility impacts of the project in terms of both user and system benefits and costs given community sentiments and concerns. Regarding the proposal to construct roundabouts, no mention is made to the pedestrian and bicycle safety impacts of an indirect (around the roundabout) vehicular approach to the marked crosswalks paralleling and crossing Hwy 28 and probable safety risk that would present. The alternatives presented also fail to consider alternate routing for bicycle lanes and/or paths. Based on discussions with a number of members of the corridor business and residential communities, the community involvement process does not adequately represent a fair and equitable distribution of affected community groups and opinions. This is evidenced by the apparent lack of representation in establishing the goals, purpose, need and evaluation criteria for project alternatives. It is also evidenced by the inadequate assessment of community views and attitudes represented by selecting and publishing two alternatives which do not meet with the approval of a significant portion of those impacted by the project. Notification and description of the project workshops which were held do not provide an adequate description of the intended outcomes of these workshops in terms of moving forward with alternative refinement and selection. Based on mailed out materials, these appear to be workshops to provide education regarding the options under consideration and to gather community input. A number of people I talked to were surprised that these were in any way used to make and justify any selection of a preferred alternative or alternatives. Based on my brief review of the traffic report itself, there seem to be three significant shortcomings in the analysis. First, given the scale and number of proposed projects currently being planned in nearby areas (i.e. Tahoe Vista), the report's traffic forecasting methodology fails to address cumulative impacts of all expected projects in the area. Second, based on my read, evaluation of intersection control strategies and assessment of relative impacts seemed to focus on user benefit. Thus far, I have not found any discussion or tables comparing system benefits (which

IP25-2
cont.

IP25-3

IP25-4

IP25-5

IP25-6

would have the effect of weighting travel time savings, traffic delay and other measures by affected traffic volume). This would better delineate the value of reduced congestion and improved travel times for the majority of the drivers on Hwy 28. Lastly, the report compares operation of a two lane facility with a continuous left turn lane in Tahoe City to the proposed project. In concluding less impact from conversion of the current to inner lanes to a continuous left for the project, the report fails to address the impact of the proposed roundabouts which would limit the option of using the center lane as an additional through lane for special event traffic, evacuation and emergency vehicles. The economic impacts analysis also fails the address the likely impacts of destination change on local merchants which would likely result from the expected highly congested conditions on Hwy 28. It is well documented that when travelers expect significant congestion they will shorten or divert to other destinations which provide similar services. Given expected delays, shopping and other commercial oriented trips to the Kings Beach core from other north shore areas are likely to be reduced due to uncertainty, delays and accessible parking. The DEIR also fails to discuss the environmental justice issues of neighborhood and safety impacts of diverting a significant number of through vehicle trips into predominantly Hispanic neighborhoods. This impact was clearly described in the project traffic report. In short, based on these failings, moving ahead with the preferred alternatives at this time is clearly not justified and likely a violation of the procedural and assessment guidelines provided under the NEPA process. I would be glad to provide clarification of any of the above points or further information regarding my assessments and conclusions regarding the DEIR. Edward F. Granzow 9550 N Lake Blvd Kings Beach, CA Home-503.546.3113 Voice mail-510.251.2888 Cell-510.517.3952

IP25-6
cont.

IP25-7

IP25-8

IP25-9

IP25-10

May 22, 2007

RE: Public Comments on the Kings Beach Commercial Core Improvement Project
Environmental Impact Report/Environmental Impact Statement (EIR/EIS)

My name is Pam Jahnke and I'm a full time resident of Kings Beach, a retail business owner in the Kings Beach Commercial Core, and was previously the Executive Director of the North Tahoe Business Association. I'm in full support of Alternative 4 with some modifications as decided though the community workshops facilitated by Sierra Business Council. In this letter I'd like to address the EIR/EIS and submit the following comments for your consideration as this project moves forward.

IP26-1

- The matrix in Table 2-1 does not adequately address the full comparisons of all of the highlighted categories. For example, under pedestrian and bicycle mobility, both of alternatives 2 and 4 would provide shorter pedestrian crossings at unsignalized intersections but this isn't mentioned. I have attached a more comprehensive matrix that includes more accurate and detailed pros and cons for each alternative. The attached is by no means exhaustive but is to give an example of the issues that are missing and I feel should be included.
- Section 3.6 Traffic, Section 3.6.3.1 "2028 forecasts reflect buildout" of all adopted land use plans that could potentially impact study area traffic volumes" Martis Valley and Truckee are listed as part of the study area. Both forecasted "buildouts" have been adjusted either through recent litigation or a general plan update. Shouldn't this current EIR document reflect those changes in the traffic projections?
- In Table 3.6-7 the hours per year of LOS F for Alternatives 2 and 4 in 2008 and 2028 are exactly the same. If this is so, why is there a need to reduce parking on SR28 during the peak season for alternative 2?
- In Table 3.6-7 the maximum daily traffic volume on residential streets is forecasted at 5400 vehicles per day in 2028 is above the threshold for Placer County residential street volumes. Why does this EIR not mitigate these impacts?
- In Table 3.6-7 these estimates seem to be extremely high, how were these quantified and how are they justified?
- Section 3.6, Traffic, Page 3.6-16, what is the average distance queues will extend in bullet two?
- Section 3.6, Traffic, Page 3.6-17, how can it be assumed "that drivers can be expected to divert onto parallel local roads" when most summer drivers are unfamiliar with the local road network?

IP26-2

IP26-3

IP26-4

IP26-5

IP26-6

IP26-7

IP26-8

<ul style="list-style-type: none"> ▪ Section 3.6, Traffic, Page 3.6-19, “These friction factors are key in setting the capacity and thus the level of service of the roadway segments,” have the friction factors used in this study been compared to either other state or nationwide studies? 	IP26-9
<ul style="list-style-type: none"> ▪ Section 3.6, Traffic, Page 3.6-23, It is mentioned that “the intersections ‘with mitigation’ would not generate adverse levels of delay” what is the mitigation referred to in this statement? 	IP26-10
<ul style="list-style-type: none"> ▪ Section 3.6, Traffic, If Alternative 4 is forecasted to achieve better TRPA LOS standards why is that not TRPA’s preferred alternative? 	IP26-11
<ul style="list-style-type: none"> ▪ Section 3.6, Traffic, Page 3.6-30, why is there no mitigation measure mentioned for the increased traffic volumes on residential streets associated with Alternatives 2 and 4? 	IP26-12
<ul style="list-style-type: none"> ▪ Table 3.6-8, there are numerous inconsistencies and inaccuracies within this table. I have the following comments: Objective 1: Alternatives 2 and 4 are consistent with the community plan for the following reasons: A transportation is defined as acceptable to vehicles, pedestrians and bicyclists. Alternatives 2 and 4 provide both safe and efficient systems for the majority of these users. In addition the recurring traffic congestion would occur less than 10% of the total year. 	IP26-13
<p>Policy 1A: Alternative 3 states that roadway and intersections meet LOS standards through 2004. Please explain.</p>	IP26-14
<p>Policy 1B: What is defined as a “adequate sidewalk?” It is stated that through traffic would be degraded with Alternatives 2 and 4, this sentiment is echoed throughout this table. In reality, through traffic would be accommodated most effectively 10 months of the year with Alternatives 2 and 4. Who deems “degradation” if the majority are willing to accept a more efficient roadway 10 months of the year and allow for a certain amount of degradation 2 months of the year?</p>	IP26-15
<ul style="list-style-type: none"> ▪ Section 3.7, Parking: the parking numbers in this chapter fluctuate significantly. Please clarify the number of spaces lost per alternative, number of spaces gained per alternative, and the net gain or loss over current parking spaces available today with each alternative. 	IP26-16
<ul style="list-style-type: none"> ▪ Section 3.7, Parking, Page 3.7-2, if only 91 of the total 202 spaces on SR28 ROW were utilized at the peak time, why is there such a concerted effort to increase and mitigate such high parking numbers? 	IP26-17
<ul style="list-style-type: none"> ▪ Chapter 5, Page 5-35, the increase in ADT’s on residential streets for Alternatives 2 and 4 are deemed to be significant and unavoidable. Placer County has recently approved a Neighborhood Traffic Management Program (NTMP), shouldn’t the 	IP26-18

NTMP processes, principles, and implementation measures be applied to this forecasted impact?

IP26-18
cont.

- Chapter 5, Page 5-38, it is stated that Alternative 3 will be a beneficial impact for the stated impact TRA-4. In reality, crossing 5 lanes of moving traffic is not a beneficial impact for bicycle or pedestrian conditions. Under impact TRA-4, the Alternative 3 impacts should be more thoroughly analyzed to reflect increased pedestrian exposures, decrease in pedestrian crossing visibilities, and should an accident occur the potential death implications of the higher speeds of this alternative roadway design must be listed.

IP26-19

- Chapter 5, Page 5-68, why are BMPs not considered for increasing infiltration rates and measuring infiltration capacities?

IP26-20

- Chapter 5, Page 5-87, this discussion should include plans for traffic calming that can be adopted both on SR28 and the neighboring residential streets. The impacts stated in Chapter 5.4.1 should be addressed through the NTMP proactive approach.

IP26-21

- Chapter 6, Page 6-2, what is the "Truckee – North Tahoe Regional Advisory Council"?

IP26-22

Thank you for allowing me to submit these comments and I look forward to the final outcome of this public process. Go Alternative 4!

IP26-23

Sincerely,

Pam Jahnke

RELATIVE ALTERNATIVE COMPARISONS

	Alternative 1 No Project	Alternative 2 3 Lane/Roundabouts/ Seasonal No On-Street Parking	Alternative 3 4 Lanes/Traffic Signals	Alternative 4 3 Lanes/Roundabouts/ No On-Street Parking
Pedestrian/Bicycle Mobility	<u>Pros</u> <u>Cons</u> 1. No sidewalks for pedestrians 2. No dedicated areas for bicycles 3. Difficulty crossing at non-controlled intersections	<u>Pros</u> 1. Wider sidewalks (9.5 feet wide) encourage walking 2. Narrower street and median islands improve pedestrian crossings 3. Bike lanes encourage and make bicycle use safer 4. Shorter pedestrian crossings at unsignalized intersections <u>Con</u> 1. Bicyclists may be unfamiliar with riding through roundabouts	<u>Pro</u> 1. Sidewalks (5 feet wide) would improve walking 2. Bicycle lanes encourage and make bicycle use safer 3. Signals would provide safe pedestrian crossings <u>Con</u> 1. 5 Lane pedestrian crossings at non-signalized intersections. 2. Sidewalk width is limited.	<u>Pros</u> 1. Widest sidewalks (17 feet plus wide) encourage walking 2. Narrowest street and median islands improve pedestrian crossings 3. Bike lanes encourage and make bicycle use safer, particularly with no parking conflicts 4. Shorter pedestrian crossings at unsignalized intersections <u>Con</u> 1. Bicyclists may be unfamiliar with riding through roundabouts
Traffic Circulation	<u>Pros</u> 1. No anticipated impact to traffic circulation	<u>Pros</u> 1. Roundabouts will allow continual flow of traffic (traffic need not stop at signals)	<u>Pros</u> 1. Left turn lanes on highway may slightly improve circulation 2. Signal lights will improve access from	<u>Pros</u> 1. Roundabouts will allow continual flow of traffic (traffic need not stop at signals)

	<u>Cons</u> 1. May be difficult to access highway from side streets at peak periods	<u>Cons</u> 1. Substantial traffic congestion during peak summer season and growing with time 2. Future traffic congestion might lead to cut through traffic through residential neighborhood	side streets <u>Cons</u> 1. Stop and go environment exists with traffic lights	<u>Cons</u> 1. Substantial traffic congestion during peak summer season and growing with time 2. Future traffic congestion might lead to cut through traffic through residential neighborhood	<u>Cons</u> 1. Substantial traffic congestion during peak summer season and growing with time 2. Future traffic congestion might lead to cut through traffic through residential neighborhood
Traffic Safety/Speeds	<u>Pros</u> <u>Cons</u> 1. No improvement	<u>Pros</u> 1. Speeds will be reduced through two lane section. 2. Fewer hazardous accidents because of slower speeds and elimination of blind spots in roadway 3. Less passing mentality when hitting the commercial core. <u>Cons</u> 1. Cut through traffic on neighborhood streets during peak periods could cause safety concerns. 2. Traffic congestion could lead to safety	<u>Pros</u> 1. Signals could better control traffic through the commercial area. <u>Cons</u> 1. Traffic speeds would remain essentially unchanged. 2. Speeding and passing behaviours would continue if not increase. 3. Vehicular safety would remain very low with high incidences of side-on collisions and rear-end collisions.	<u>Pros</u> 1. Speeds will be reduced through two lane section. 2. Fewer hazardous accidents because of slower speeds and elimination of blind spots in roadway 3. Less passing mentality when hitting the commercial core. <u>Cons</u> 1. Cut through traffic on neighborhood streets during peak periods could cause safety concerns. 2. Traffic congestion	<u>Pros</u> 1. Speeds will be reduced through two lane section. 2. Fewer hazardous accidents because of slower speeds and elimination of blind spots in roadway 3. Less passing mentality when hitting the commercial core. <u>Cons</u> 1. Cut through traffic on neighborhood streets during peak periods could cause safety concerns. 2. Traffic congestion

		concerns.		could lead to safety concerns.
Transit Operations	<u>Pros</u> 1. No impacts	<u>Pros</u> 1. Improved walkability (ie wider sidewalks) and more structured parking nodes may encourage transit ridership 2. Better bus turnouts and shelters will enhance transit experience <u>Cons</u> 1. Increased periods of traffic congestion will delay busses caught in traffic	<u>Pros</u> 1. Improved walkability (ie a sidewalk) and more structured parking nodes may encourage transit ridership 2. Better bus turnouts and shelters will enhance transit experience	<u>Pros</u> 1. Improved walkability (ie wider sidewalks) and more structured parking nodes may encourage transit ridership 2. Better bus turnouts and shelters will enhance transit experience <u>Cons</u> 1. Increased periods of traffic congestion will delay busses caught in traffic
Aesthetics	<u>Pros</u>	<u>Pros</u> 1. Wider sidewalk provides more room for aesthetic treatment and less pavement 2. More organized parking. 3. Roundabouts can be considered distinctive. 4. Narrower road provides greater pedestrian ambience. 5. More impetus for business and property owners to improve their facades and	<u>Pros</u> 1. Some sidewalk differentiates traffic areas from pedestrian areas 2. More organized parking	<u>Pros</u> 1. Wider sidewalk provides more room for aesthetic treatment and less pavement 2. More organized parking. 3. Roundabouts can be considered distinctive. 4. Narrower road provides greater pedestrian ambience. 5. No on street parking will open view corridors and provide less visual "clutter"

	<u>Cons</u> 1. No improvement	6. Sidewalks will allow for alternative uses such as outdoor cafes, music, sidewalk sales, and community events. <u>Cons</u> 1. On-street parking will cause visual barriers and clutter on the roadway.	<u>Cons</u> 1. Signal lights often considered unattractive 2. Dedicated left turn lanes require more pavement. 3. 5 ft sidewalks would not encourage as much physical improvement to surrounding buildings and landscapes. 4. On-street parking will cause visual barriers and clutter on the roadway.	6. Sidewalks will allow for alternative uses such as outdoor cafes, music, sidewalk sales, and community events.
Water Quality	<u>Pros</u> <u>Cons</u> 1. No improvement	<u>Pros</u> 1. Substantial water quality improvements	<u>Pros</u> 1. Substantial water quality improvements	<u>Pros</u> 1. Substantial water quality improvements
Biology	<u>Pros</u> No impacts <u>Cons</u>	<u>Pros</u> <u>Cons</u> 1. Some trees removed for parking construction	<u>Pros</u> <u>Cons</u> 1. Some trees removed for parking construction	<u>Pros</u> <u>Cons</u> 1. Some trees removed for parking construction
Parking	<u>Pros</u> 1. No change in number or type of parking	<u>Pros</u> 1. More parking provided for general public use.	<u>Pros</u> 1. More parking provided for general public use.	<u>Pros</u> 1. More parking provided for general public use.

	<u>Cons</u> 1. Inefficient and sometimes unsafe use of available parking areas	2. Provide safer and more organized off-street parking <u>Cons</u> 1. Some specific parking areas are relocated away from their current area. 2. On-street parking removed during the peak traffic/summer tourist season	2. Provide safer and more organized off-street parking <u>Cons</u> 1. Some specific parking areas are relocated away from their current area.	2. Provide safer and more organized off-street parking <u>Cons</u> 1. Some specific parking areas are relocated away from their current area. 2. No on-street parking
Right of Way Acquisition	<u>Pros</u> 1. No acquisition required	<u>Pros</u> 1. No structures are directly affected. 2. Wider sidewalks provide more area to transition into private property. <u>Cons</u> 1. Acquisition required at roundabout locations	<u>Pros</u> 1. Minor permanent right of way needed <u>Cons</u> 1. Substantial temporary construction easements needed to transition proposed improvements to private property	<u>Pros</u> 1. No structures are directly affected. 2. Wider sidewalks provide more area to transition into private property. <u>Cons</u> 1. Acquisition required at roundabout locations
Constructability	No construction	<u>Pros</u> 1. Narrowing road provides more room for construction. 2. Provides for quicker construction, reducing	<u>Pros</u>	<u>Pros</u> 1. Narrowest road provides most room for construction. 2. Provides for quicker construction, reducing

		construction impacts on community	<u>Cons</u> 1. Pavement to within 5 feet of buildings in some areas will be difficult. 2. Narrower sidewalks provide less area to transition road (drainage facilities) to private property. 3. Maintaining 4 traffic lanes during construction will be expensive and take more time to construct	construction impacts on community
Estimated Cost (Construction)	\$0-	\$29.2M	\$30.6M	\$29.1M
Emergency Response	Same	Pro 1. Emergency vehicles can use parking lane during congested times to get through. 2. Emergency vehicles can use left turn lane to get through 3. Lanes easier to close if emergency occurs.		

		Con 1. Congestion could cause response delays.		
--	--	---------------------------------------------------------	--	--

From: David McClure
To: Maywan Krach;
Subject: EIR/EIS REsponse KBCCIP
Date: Tuesday, May 22, 2007 8:36:23 PM

Placer County,

This comprises my response within the May 24 deadline set by Placer County.

this includes technical issues as well as broad concerns not addressed in the document but necessary considerations for the project.

Technical Points

1. The level of service (LOS) explanation and summaries (p9 Table 5, and p22 table 10) are not specific enough, and have led many people to a misunderstanding. At the public workshop on May 2, Dave Polivy of the Sierra Business Council said that the 3 lane and 4 lane alternative all showed LOS F by 2028, with the obvious implication that all LOS of F are the same. This is not true according to Caltrans. There needs to be an additional number after the LOS letter that shows the number of hours at which this LOS occurs. This is critical for the public to understand that in 2028 the LOS F11 for alternatives 2 and 4 would last 11 hours. This should be shown in the summary tables, as distinguished from the duration of LOS for alternative 3, which would be considerably less in time.

IP27-1

2. I have asked many times for an example of a roundabout that meets the same spec of traffic flow and pedestrian crossings that we are facing in Kings Beach. The single lane urban compact roundabout would need to accommodate 30,000 vehicles per day, 1600 per peak hour, and 200 to 300 pedestrians per hour. Steve Frisch (Sierra Business Council) told me there isn't one. There must be an example in the high country with seasonal fluctuations, to demonstrate the viability of this highway configuration.

IP27-2

3. The traffic analysis and all explanations of traffic do not account for the relative economic condition of the commercial core. Traffic numbers in the study reflect an economically depressed commercial area, proven by the formation of a Redevelopment Agency for this area. Base data shows less traffic than in 1980 because of this unique depressed area. Traffic numbers since then are not a true baseline, but are temporarily very low due to the complexity of development at Lake Tahoe. Only a few

IP27-3

developments to replace what has been torn down in the last 20 years will bring traffic up to at least 1980 levels. Redevelopment will further stimulate improvements that will raise traffic demands much higher.

IP27-3
cont.

4. Future growth calculations are not complete due to the lack of integration of Redevelopment as an additional variable on top of the existing Community Plans of Kings Beach and Tahoe Vista. These Plans were formed in the 1990's prior to establishment of the Redevelopment Agency, and therefore could not include forecasts of traffic demands of Redevelopment. Now we know that Redevelopment will generate about \$150 million in the Kings Beach/Tahoe Vista areas (from which almost 70% of the taxes originate) and will no doubt have huge impacts.

IP27-4

5. There are numerous technical deficiencies that make the Multiplicative Reduction of ideal capacity for 3 lanes (1500 v/hr) incomplete. Empirical observations of Tahoe City traffic reduces the ideal capacity to about 731 v/hr and causes long queues. How this slowing of traffic occurs has been analyzed as Multiplicative Reductions, but this is not hard science. Since there are no accepted models to guide this analysis, the traffic consultant made educated guesses as to the categories of impediments and the weight given to each category. The following problems are encountered and must be explained in more detail to give credibility to the forecasted traffic reduction for Kings Beach.

IP27-5

1. Pedestrian crossing data is not sufficient with no actual count for the major intersection of Coon Street and Hwy 28. Pedestrian crossing data is the most critical data for understanding the viability of a 3 lane Hwy configuration change.

IP27-6

2. There is no adjustment in 2008 and 2028 for pedestrian crossings due to the installation of the 3 lane alternative that has the specific intention of increasing pedestrian traffic and crossings for a pedestrian friendly road. The current post 3 lane pedestrian crossings completely ignore any increase due to the project itself being finished and Redevelopment of the commercial core.

IP27-7

3. Bicycle crossings are similarly incomplete. To use 1 or 2 bicycle crossings per hour during the summer for pre project and post project and post Redevelopment is not credible and cannot lead to a true understanding by the public.

IP27-8

4. Bicycle side friction numbers are similarly less than what would be necessary for a believable percentage reduction.

IP27-9

5. Parking Space Searching is an unfounded number and must be justified, because in Tahoe City the reduction is 24% yet in Kings Beach with no on street parking the reduction is estimated at 15%. Yet people will be slowing down to look for parking even if it is off street. They will not know where to turn or how to park closest to the business they wish to patronize.

IP27-10

6. Truck loading/unloading in Tahoe City is 2%, yet in Kings Beach post project and post Redevelopment the assumption is that the center lane will never be used. Who will enforce this? This needs further explanation because no one seriously believes delivery trucks would not use the center lane.

IP27-11

It is the combination of these deficient, subjectively derived, illogical numbers that result in a much higher forecasted capacity for 3 lanes in Kings Beach vs. Tahoe City's empirical traffic flow (731 v/hr in Tahoe City, but over 1200 v/hr in Kings Beach). With traffic volumes in Kings Beach currently greater than Tahoe City and even moreso in post Redevelopment, an inaccurate and understated reduction forms a false data base from which queue build up and neighborhood cut through traffic numbers are derived. When LSC Transportation Consultants developed this initial analysis several years ago, Gordon Shaw admitted he was in favor of the 3 lane alternative. This bias is evident in the multiplicative reduction numbers being so low compared to Tahoe City. Now Gordon Shaw has changed his position and recommended to the Design Review Committee of the NTBA that they choose the 4 lane alternative. This base data is so critical to examine a thorough detail because it forms the basis of all other traffic related information, such as queue build up, neighborhood cut through traffic, and LOS analysis.

IP27-12

IP27-13

Since the capacity reduction numbers are so arbitrary and not factually based these numbers and assumptions need more rigorous examination. There should be at least two more traffic scenerios run that use traffic flows of 1000 v/hr and 800 v/hr. In an email from Paul Zykofsky (Director of the Land Use/Transportation Programs for the Local Government Commission) stated, "The problem is at intersections where we lower the capacity to about 800 vehicle per hour." This was in response to my questions about the Federal Highway Administration's publication on Roundabout Capacities and what I saw was the obvious need for a double lane roundabout in Kings Beach.

IP27-14

IP27-15

6. Another technical point that was not addressed in the traffic study is the accordion effect of impediments in one segment or intersection that effect another segment or intersection due to proximity and bumper to bumper congestion. When 20 pedestrians cross a single lane and it stops for 15 seconds, backed up traffic will be effected immediately through the entire segment and even traffic exiting the prior roundabout. In the FHA report it states that roundabout queues build up quickly and congestion increases geometrically. This effect must be addressed if the single lane roundabout and 3 lane alternative is to be seriously considered.

IP27-16

IP27-17

In conclusion, on May 23 2007 I discussed in detail the only roundabout in Park City, Utah with the City Engineer who oversaw the entire process and completion seven years ago. Steve Frisch of the Sierra Business Council used this roundabout as an example of roundabouts in other ski resort areas with periodically heavy traffic. Unfortunately, the Sierra Business Council did not research this well and again misled the public in Kings Beach at the recent workshops sponsored by DPW. Park City's roundabout is not in the commercial area. It has three feeder roads each contributing evenly most of the time to the roundabout (unlike Kings Beach where only two feeds account for over 90% of the traffic), and there is very little pedestrian traffic. Eric DeHaan, Park City's Engineer, told me that pedestrians do not go well with high traffic roundabouts like in Kings Beach. They would never install a roundabout near the commercial strip (Main St.) even with their low traffic flows of 5000 vehicles per day. There have been many problems with pedestrians in their roundabout that has very few pedestrians, no commercial businesses near it, and has residential uses next to it. In any discussion of roundabouts he is willing to offer Park City's experience and knowledge, but it will be the end of the 3 lane roundabout idea for Kings Beach.

IP27-18

This exercise for Placer County and Kings Beach has been a waste of Redevelopment dollars. The technical details could have been publically examined a few years ago and would have precluded the need for numerous biased studies and predisposed public workshops that have simply tried to sell the community on an idea that cannot work in the real world. Placer County's Executive Office is ultimately responsible for this waste of public funds to aggressively force their vision (along with a few key Tahoe City leaders) on the general public. They have succeeded in persuading many in our community with half truths and misconstrued information. Expenditures for the 3 lane roundabout vision have likely

IP27-19

exceeded \$1 million, yet the reality is the public has been duped and this vision can never work along Hwy 28 in Kings Beach. Placer County will be held accountable for this complete waste of public funds.

IP27-19
cont.

David McClure
Po Box 349
Tahoe Vista, CA 96148

Park yourself in front of a world of choices in alternative vehicles.
Visit the Yahoo! Auto Green Center.

From: crpyle
To: Placer County Environmental Coordination Services;
Subject: Kings Beach Commercial Core Improvement Project
Date: Tuesday, May 22, 2007 6:24:58 PM

Dear Sirs,

Thank you for the opportunity to respond to the Kings Beach Commercial Core Improvement Project currently being proposed to this committee. As a thirty five year full-time resident and property owner, I feel compelled to voice some concerns with the scheme that is being presented to you as the one with the most community support.

My most direct problem has both practical and personal aspects. The desire to slow traffic down through the Kings Beach core is reasonable both for the safety of the citizens and for the businesses here. Unfortunately, the effect of squeezing summer traffic down to one lane each way will be to divert flow into the surrounding residential neighborhoods. Brockway Vista Avenue parallels the highway between Coon Street and Chipmunk. During the summer, with parking along only one side, emergency vehicles are hard pressed to get through. I fear that the increased traffic will not only raise safety concerns, but voices and tempers as well. I am confident that the same issues will occur along the streets on the other side of the highway where children are a daily presence.

IP28-1

IP28-2

My other problem is with the way that the decision making process has been handled. I have attended two events ostensibly held to gain input from, and to disseminate information to, the people. At the open house, when the four alternatives were introduced, I had the gut feeling that, although unstated, this plan already had the tacit approval of the business community. At the most recent meeting, which was moderated by a consultant hired by the North Tahoe Business Owners Association, there was no question about what they wanted to see happen. After that performance, several long time residents contacted me with their anxiety that this plan was going to be implemented without regard to the wishes of the larger, if less vocal, segment of our community.

IP28-3

I'm sure that there is a way to improve the look and feel of downtown

IP28-4

Kings Beach. Perhaps roundabouts and sidewalks will be a part of that improvement. I do not believe that squeezing traffic down to one lane each way will have the effect that our business leaders think it will. Any arrangement that is really fair should be able to stand on its own merits and not need to be slid into place without a vote of those involved. Please do not require us to endure the consequences of this ill-conceived plan.

IP28-4
cont.

Sincerely,

Charles Robert Pyle (crpyle@netscape.com)

8693 Brockway Vista Avenue

Kings Beach California 96143

Placer County
Community Development Resource Agency
3091 County Center Drive, Suite 190
Auburn, Ca. 95603

May22, 2007

Dear Sirs,

This is a list of our concerns about the Kings Beach Commercial Core Improvement Project:

- | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|
| 1. Bicycles mixing it up with HWY. 28 traffic is a safety issue that has not been addressed. Why not give them a bike lane on an alternative street. Perhaps a loop around the core. It could be family friendly. | IP29-1 |
| 2. With the present configuration, off street parking is only on North side of HWY. 28, other than paid state beach parking, creating a safety hazard of increased numbers of people having to cross the highway to access businesses. This will also contribute to traffic flow interruptions. Parking should be provided on street or in many unpaid convenient locations on the South Side of HWY. 28. | IP29-2 |
| 3. With the proposed off street parking loss, employees will be forced to seek these off street lots. This will reduce spaces available for our eagerly awaited tourists. There are tenants in buildings downtown that will also be seeking a place to park overnight. Another reason for on street parking. | IP29-3 |
| 4. With ADA requirements being needed, have you considered that there are still people with mobility problems, (elderly, moms and babies, temporarily immobile), that will be unable to access businesses easily, not even taking in consideration of the 6 or more months of ice, slush and snow to maneuver. Maybe short term parking zones that would provide safe areas for drop off or 15 to 20 minute parking. | IP29-4 |
| 5. Community deliveries are necessary for businesses. Where will they park? Large Semis presently park on the street even for businesses that have off street parking. It was said, they were going to give deliveries a time frame before 6 in the morning. Fed Ex, UPS, and supplies have to go to other communities also and certainly they can't time it only with Kings Beach's needs primarily. Another reason for temporary on street parking zones. | IP29-5 |

6. The roundabout idea does not provide a right away for pedestrians. The pedestrian is left to seek a break in the traffic before they are able to dodge cars. A safe zone is needed in the crossing area. | IP29-6
7. There seems to be a lopsided financial cost expected for the commercial property owners, with the assessment and deeded back right of ways as well as the high maintenance costs. If the community wants these improvements, they should have a proportionate share of the expense of this choice. | IP29-7
8. There is a lack of manpower to enforce present code enforcement for signage and other design and review issues. If the new alternative includes sidewalk vendors in front of present businesses, how will they be reviewed for appearances and what parking, bathrooms, ect. will they be impacting? | IP29-8

Thank you,

John and Julie Wainscoat
8710 North Lake Blvd. Box 486
Kings Beach, Ca. 96143
530 546 2431

Cc
TRPA, California Department of Transportation

FROM THE DESK OF
 Kenneth R. Arnett P.L.S.
 P.O. Box 336
 Crystal Bay
 Nevada 89402
 (775) 831-8618

May 23, 2005
 Page 1 of 3

Placer County Community
 Development Resource Agency
 3091 County Center Drive, Suite 190
 Auburn, California 95603

Via Facsimile: (530) 745-3003
 US Mail
 E-mail: cdraecs@placer.ca.gov

Re: Comments, Draft EIR
 Kings Beach Commercial Core Improvement Project
 Placer County, California.

To Whom it may concern,

This letter is in response to the EIR/EIS for the above referenced project. As a Kings Beach property Owner and concerned citizen, I am asking Placer County to please consider and address the following specific comments as related the following project components:

Alternative "3" (four lane/signalized roadway)

This alternative which will essentially retain the existing road configuration which has been documented to be detrimental to the goals and objectives of the Draft Kings Beach Community Plan (See Kings Beach General Plan document). The four lane highway configuration dose not allow safe pedestrian crossing or circulation, encourages excessive traffic speed and does not promote viable commercial opportunities.

IP30-1

Alternative "2 and 4" (3 lane roadway w/(2) roundabouts)

This alternative, with significant design modification, is consistent with the goals and objective of the Kings Beach Draft Community Plan, and is the preferred alternative for the following reasons:

IP30-2

Pedestrian circulation: This alternative allows wider sidewalks, pedestrian friendly plaza opportunities, and safer street crossings

IP30-3

and discourages excessive vehicle speeds based on ASTO National Traffic science.

May 23, 2005

Page 2 of 3

Drainage opportunities: The areas within the roundabouts will provide a location for proposed drainage structures, thus minimizing the need for public condemnation and acquisition of satellite parcels from private landowners consistent with TRPA water quality objectives and policies.

Landscaping opportunities: This alternative will provide additional opportunities for landscaping and is consistent with TRPA scenic threshold objectives.

Economic vitality: This alternative will also provide economic vitality to a commercial core that has been compromised by the current four-lane highway configuration as documented in the Kings Beach Community Plan.

IP30-3
cont.

In order for the above thresholds and environmental compliance to be realized, Alternatives "2 and 4" must be re-engineered with the following modifications:

Highway alignment and Street intersection offset:

In order for roundabouts to be constructed in Kings Beach, it is necessary that the design consider a re-alignment of the Highway centerline and corresponding street intersection offset to minimize right of way acquisition of private lands. A road re-alignment to the south will allow Caltrans to work with its Public partners (State of California Conservancy) that is the abutting landowner for the majority of the effected right of way. This will minimize the need for public condemnation and acquisition of private lands and minimize impact in existing private commercial properties.

IP30-4

May 23, 2005

Page 3 of 3

Highway 267 Intersection- MUST BE INCORPORATED INTO PROJECT AREA

IP30-5

The existing signal at the intersection of Highway 267 and Highway 28 must be eliminated and replaced with a roundabout. Traffic studies associated with this project have failed to incorporate increased traffic flows generated by the Highway 267 bypass, Northstar Ritz Carlton, additional signalization on Hwy 267 at Northstar (resulting in car queuing and herding), additional traffic from Timlick Subdivision and build out of the Martis Valley. National traffic data suggests that the roundabout configuration may not work if used in conjunction with the existing signalized intersection. This intersection must also be re-aligned and offset northerly and westerly to minimize the number of private lands subject to right of way acquisition.

IP30-6

Alternative 5 (proposed)

Additionally, the EIR/EIS must be amended to study a (3) lane alternative, whereby the proposed left hand turn lane is eliminated and replaced by (2) lanes of traffic in a west bound direction to accommodate peak traffic flows (Alternative 5). The left hand turn lane is un-necessary in the event roundabouts are constructed at all street intersections, thereby creating a conveyance to achieve a left hand/ u-turn and eliminating the need for a dedicated turn lane. Finally, the Community consensus and that of the Business Owner's is that Alternative (3) is not acceptable, and that a modified Alternative (4) to substantially include parking as proposed under Alternative (2), with 17' sidewalks where possible is clearly the preferred alternative that the County must consider, along with the proposed Alternative 5 referenced above.

IP30-7

Please insure that the above specific issues are specifically addressed in the final EIR/EIS document as required by CEQA Law and advise me of your finds in this matter.

Sincerely,

Kenneth R. Arnett

Kenneth R. Arnett, P.L.S.

From: sitecore@placer.ca.gov
To: [Maywan Krach;](#)
Subject: Kings Beach Public Comments Submitted
Date: Wednesday, May 23, 2007 10:51:18 AM

Maywan Krach, Environmental Coordination Services

From: Kings Beach Commercial Core Improvement Project
 To: Maywan Krach
 Date: <<date>>
 Subject: <<subject>>

Add to Mail list: False
 Name: Curt Wegener
 Address: P.O. Box 4236
 City: Incline Village State: NV
 Zip: 89450
 Phone: 775-771-0670
 Email: tahoelax@aol.com

Comments: I have been a business owner in Kings Beach (Kings Beach Car Wash) since 1996 and I have been involved with what started as the Kings Beach Sidewalk Committee since 1997. In 1997 we were determined not to make the same mistakes as Tahoe City and with the county, thought a realistic date to stick the shovel in the dirt would be 2002. Due process has been done. The community spoke loud and clear that alternatives 4 and 2 (both 3 lane options) were the overwhelming choice. If we can address the concerns of a lack of on-street parking (a hybrid of alternative 4 and 2), there would be very small minority of opposition. These options meet almost all of the environmental, pedestrian safety, economic, walkable, liveable goals of the project. Please do not hold up this project because of a few vocal, disgruntled individuals who are upset because they didn't get their way. I read the letter from Tom Turner (Gar Woods and soon to be opened Caliente in KB owner) advocating alternative 3. The letter is loaded with his perspective and fails to cite any statistical facts. Move forward, improve the KB core

IP31-1

IP31-2

with wide sidewalks, attracting new businesses, increasing the county's tax revenue and FINALLY having Kings Beach live up to it's potential!!!

INCLINE INVESTMENT ASSOCIATES

IP32

CORPORATE REAL ESTATE BROKERAGE

Licensed in Nevada & California

(530)546-8393 FAX (530)546-0840

May 23, 2005

Page 1 of 3

Placer County Community
Development Resource Agency
3091 County Center Drive, Suite 190
Auburn, California 95603

Via Facsimile: (530) 745-3003

US Mail

E-mail: cdraecs@placer.ca.gov

Re: Comments, Draft EIR

Kings Beach Commercial Core Improvement Project
Placer County, California.

To Whom it may concern,

This letter is in response to the EIR/EIS for the above referenced project. As a Kings Beach property Owner and concerned citizen, I am asking Placer County to please consider and address the following specific comments as related the following project components:

Alternative "3" (four lane/signalized roadway)

This alternative which will essentially retain the existing road configuration which has been documented to be detrimental to the goals and objectives of the Draft Kings Beach Community Plan (See Kings Beach General Plan document). The four lane highway configuration does not allow safe pedestrian crossing or circulation, encourages excessive traffic speed and does not promote viable commercial opportunities.

IP32-1

Alternative "2 and 4" (3 lane roadway w/(2) roundabouts)

This alternative, with significant design modification, is consistent with the goals and objective of the Kings Beach Draft Community Plan, and is the preferred alternative for the following reasons:

IP32-2

Pedestrian circulation: This alternative allows wider sidewalks, pedestrian friendly plaza opportunities, and safer street crossings and discourages excessive vehicle speeds based on ASTO National Traffic science.

IP32-3

May 23, 2005

Page 2 of 3

Drainage opportunities: The areas within the roundabouts will provide a location for proposed drainage structures, thus minimizing the need for public condemnation and acquisition of satellite parcels from private landowners consistent with TRPA water quality objectives and policies.

Landscaping opportunities: This alternative will provide additional opportunities for landscaping and is consistent with TRPA scenic threshold objectives.

Economic vitality: This alternative will also provide economic vitality to a commercial core that has been compromised by the current four-lane highway configuration as documented in the Kings Beach Community Plan.

IP32-3
cont.

In order for the above thresholds and environmental compliance to be realized, Alternatives "2 and 4" must be re-engineered with the following modifications:

Highway alignment and Street intersection offset:

In order for roundabouts to be constructed in Kings Beach, it is necessary that the design consider a re-alignment of the Highway centerline and corresponding street intersection offset to minimize right of way acquisition of private lands. A road re-alignment to the south will allow Caltrans to work with its Public partners (State of California Conservancy) that is the abutting landowner for the majority of the effected right of way. This will minimize the need for public condemnation and acquisition of private lands and minimize impact in existing private commercial properties.

IP32-4

May 23, 2005

Page 3 of 3

Highway 267 Intersection- MUST BE INCORPORATED INTO PROJECT AREA

IP32-5

The existing signal at the intersection of Highway 267 and Highway 28 must be eliminated and replaced with a roundabout. Traffic studies associated with this project have failed to incorporate increased traffic flows generated by the Highway 267 bypass, Northstar Ritz Carlton, additional signalization on Hwy 267 at Northstar (resulting in car queuing and herding), additional traffic from Timlick Subdivision and build out of the Martis Valley. National traffic data suggests that the roundabout configuration may not work if used in conjunction with the existing signalized intersection. This intersection must also be re-aligned and offset northerly and westerly to minimize the number of private lands subject to right of way acquisition.

IP32-6

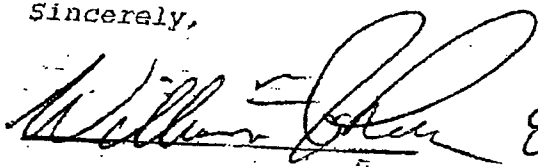
Alternative 5 (proposed)

Additionally, the EIR/EIS must be amended to study a (3) lane alternative, whereby the proposed left hand turn lane is eliminated and replaced by (2) lanes of traffic in a west bound direction to accommodate peak traffic flows (Alternative 5). The left hand turn lane is un-necessary in the event roundabouts are constructed at all street intersections, thereby creating a conveyance to achieve a left hand/u-turn and eliminating the need for a dedicated turn lane. Finally, the Community consensus and that of the Business Owner's is that Alternative (3) is not acceptable, and that a modified Alternative (4) to substantially include parking as proposed under Alternative (2), with 17' sidewalks where possible is clearly the preferred alternative that the County must consider, along with the proposed Alternative 5 referenced above.

IP32-7

Please insure that the above specific issues are specifically addressed in the final EIR/EIS document as required by CEQA Law and advise me of your finds in this matter.

Sincerely,

 8634 Brockway Vista Ave
Kings Beach ca. 96143

See ATTACHMENT
"A"

Friday, May 4, 2007 | sierrasun

Achieving safety and vitality in Kings Beach

Editorial

A harmful American trend has chugged along for the past 60 years.

American streets, American automobiles and American waistlines have all been expanding since World War II.

The resulting fat roads and skinny or nonexistent sidewalks have hurt more than American health; they are ruining the vitality of communities across the nation.

People hop from garage to automobile to parking lot to building without the vital ingredient of lively towns — walking.

Kings Beach, we hope, will become a model of a community that fixes that problem.

The Commercial Core Improvement Project is the Kings Beach community's chance to create a unique downtown, encourage walking and boost business.

That's why we support wide sidewalks and a reduction to three lanes in downtown Kings Beach.

Perhaps more important, we

believe these options will also keep pedestrians safe — transforming a Kings Beach stroll from a take-your-life-into-your-hands rendezvous with danger to an enjoyable and pleasant experience.

One pedestrian has been killed and others injured recently on Kings Beach's main drag.

Meanwhile, every seven minutes a U.S. pedestrian is injured in an accident, and an average of 13 pedestrians are killed each day, according to the National Highway Transportation Safety Administration.

California, according to the Pedestrian and Bicycle Information Center, is one of four states that combined account for 40 percent of the pedestrian accidents in the nation.

Narrower streets have proven to reduce traffic speeds. Reduced traffic speeds are proven to reduce the severity of

pedestrian injuries.

As Steve Filmanowicz from the Congress for the New Urbanism said in an interview with the Sierra Sun: "If there is a wide lane and wider shoulders — the cars see that as a signal to go faster."

Much of the discussion about the Kings Beach redevelopment plan has centered on traffic. Will three lanes be able to handle all of the traffic? Will cars back up through town on busy weekends?

What must be considered is Kings Beach needs traffic — for business. The current problem is the town receives all the negative aspects of traffic — speeding, unsafe street crossings, air pollution and noise — without receiving many of the positives — visitors stopping their cars to spend their money downtown.

"There's good traffic and there's bad traffic," said Filmanowicz. "In a downtown, you don't want cars speeding through."

As for roundabouts, we urge

the community not be swayed by scare tactics and misrepresentations about the intentions.

While it is ultimately up to the Kings Beach community to decide whether traffic light roundabouts are appropriate for the town, choosing roundabouts will not cause the sky to fall or roads to snarl in horrible gridlock.

They have worked well in mountain towns across the West, as well as the betterment of the world for decades.

In choosing the right alternative in the Commercial Core Improvement Project (or a combination of the positive aspects of several), the Kings Beach community will ensure a vibrant town that invites motorists to get out of their cars, and a safe place for pedestrians.

Kings Beach, we hope, will be an American town of expanding sidewalks, shrinking street widths and diminishing waistlines.

COLUMN

ATTACHMENT
"A"

From: david bruening
To: Placer County Environmental Coordination Services;
cc: mcavanaugh@trpa.org;
Subject: KB Commercial Core Improvement Project Formal Comment
Date: Thursday, May 24, 2007 9:36:12 AM

My preference for this most important project is Alternative #2. My family has owned commercial property in the downtown area of Kings Beach since the 1970's and if we are going to have a community, we must be rid of this 4 lane freeway. Some on street parking and the safety of the walking public is a must. Easy access to the beaches, with out slowing down traffic, can be accomplished by either walking tunnels under the roadway and or asthetically attractive skywalks over the roadway. Parking garages on the back streets should also be given consideration. I appreciate the effort that the community and various agencies have put into this project. Lets make it happen for the good of our community. David P. Bruening

| IP33-1

| IP33-2

| IP33-3

May 24, 2007

Placer County Public Works Dept.
3091 County Center Dr., Ste. 220
Auburn, CA 95603

Re: Formal Comment - Kings Beach Commercial Core Improvement Project

To Whom It May Concern,

Please accept this letter as my Formal Comment on the Kings Beach Commercial Core Improvement Project. I am very much in favor of the below alternative.

- Alternative 2, which will change SR 28 into three lanes as well with roundabouts at Bear and Coon streets. Sidewalks would be nine feet in width with seasonal on-street parking.

IP34-1

If you have any questions, please contact me at (775) 745-3309.

Respectfully,



Joe Bucher, Property Owner
212 Chipmunk St.
Kings Beach, CA 96143

May 24, 2007

Placer County Public Works Dept.
3091 County Center Dr., Ste. 220
Auburn, CA 95603

Re: Formal Comment - Kings Beach Commercial Core Improvement Project

To Whom It May Concern,

Please accept this letter as my Formal Comment on the Kings Beach Commercial Core Improvement Project. I am very much in favor of the below alternative.

- Alternative 2, which will change SR 28 into three lanes as well with roundabouts at Bear and Coon streets. Sidewalks would be nine feet in width with seasonal on-street parking.

IP35-1

If you have any questions, please contact me at (775) 745-6262.

Respectfully,



Mona Bucher, Property Owner
8197 Speckled Ave.
Kings Beach, CA 96143

From: Scott Copeland
To: Placer County Environmental Coordination Services;
Subject: Kings Beach commercial core improvement project
Date: Thursday, May 24, 2007 2:42:34 PM

Dear Sirs,

I am a 32 year resident of the North Shore of Lake Tahoe and current homeowner / double business owner in Kings Beach. I have attended the public school system in Kings Beach K - 6th grade. I believe that redevelopment of the Kings Beach area is definitely a positive thing for our community; however I think that redevelopment must be done in a way that growth is equitable, sustainable and meets the approval of the community as a whole. It seems that our town has been given redevelopment options based upon a private entities own personal opinion. I think we need to take the community input at this point and use it to further improve upon development options.

Some of my concerns are listed below.

1) I think roundabouts are a very efficient way to keep traffic flowing, but the first one should be built at the 267 hwy 28 intersection before the others are even considered.

IP36-1

a) The roundabouts should be maximized in size to allow 2 west bound lanes and one east bound lane, this option will allow people to use the roundabout as a left hand turn option eliminating the need for a left hand turn lane.

IP36-2

b) the roundabouts would also eliminate the need for crossing snow berms in the middle of the road during winter storms, simply drive to the next roundabout and turn left to get to your location

IP36-3

c) the center of the roundabouts could be used for runoff settlement ponds, instead of acquiring expensive private properties to accommodate storm runoff.

IP36-4

2) A continuous side walk is very pedestrian friendly but, 17' sidewalks are excessive.

IP36-5

a) On street parking is important to the lively hood of some businesses in this town which do not have their own parking facilities, let's have a plan that minimizes the loss of on street parking. Cars on the side of the road causes traffic to slow and therefore creates a more pedestrian friendly environment. Without on street parking, the hwy will give the illusion of a freeway.	IP36-6
b) Minimize the impact of residential area traffic, if parking lots are necessary in the residential neighborhoods, at least keep them away from the school zone.	IP36-7
c) Adjust the sidewalk widths accordingly with on street parking necessities. i.e. wide where it is accommodating narrow in other spots.	IP36-8
d) If there is room for 17' sidewalks wouldn't those areas be better put to use for a combination of 5' to 8' sidewalk with landscaping and trees, rather than aggregate pavers or concrete?	IP36-9
e) Implement rounded curbs for special event access to sidewalks	IP36-10
3) Consider adjusting the hwy centerline to better accommodate project space restrictions	IP36-11
4) Have a full finalized plan for residential street traffic before any downtown plan gets approved.	IP36-12
5) The final consensus needs to be brought to referendum and voted on by the public, in order to accurately represent the communities decision.	IP36-13

Scott Copeland
sj.copeland@earthlink.net
 EarthLink Revolves Around You.

From: jerry dinzes
To: Placer County Board of Supervisors;
cc: Placer County Environmental Coordination Services;
Debbie Hawkins;
Subject: Before moving ahead in Kings Beach, consider this.
Date: Thursday, May 24, 2007 3:33:40 PM

Dear Mr. Kranz and the Board of Supervisors

Hi, my name is Jerry Dinzes. I want to let you know that there is definitely not a consensus toward roundabouts in King Beach. A campaign is creating a new sense of awareness in the community and it is largely felt the roundabouts mark poor planning.

IP37-1

It is predictable that in the next five years people will be disappointed by the levels of traffic, and simply irate if a tragic accident happens in the residential neighborhood. The Sierra Business Council seems unmoved by the detrimental residential impact, but I hope the county is willing to focus on smart growth.

IP37-2

If the county does not align itself with community interests and something horrific happens, we will hold our district supervisor accountable. I am well funded and will not campaign for Bruce's opponents, but I will campaign persistently against him.

If he aligns himself with our community I will put a Bruce Kranz placard in my front yard come election time.

This is a brief precursor to a longer report which will soon be on your desktops.

The theoretical stance is that roundabouts help traffic flow, decreasing traffic queues.

This is contradictory to the facts. Roundabouts in Kings Beach, during peak season hours in 2009, will create a traffic line over 2000 feet, extending from Coon St past Beaver St..

IP37-3

The only reason this line of traffic will not be longer is because a high amount of vehicles are calculated to drive through the residential neighborhood. As if mainstreet traffic was not a large enough issue, in the foreseeable future the roundabout alternatives in comparison to the signalized alternative 3 will create as much as 400% more residential traffic in certain areas. The county has admitted this is a problem, and has suggested using the Neighborhood Traffic Management Plan as a means to calm residential cut-through.

This Plan is insufficient. According to the EIR, "A traffic calming plan would need to add 9 minutes of delay to the residential street route in order to eliminate through traffic in both directions. It is assumed that a typical traffic calming device (such as a speed hump, traffic circle, or choker) adds 10 seconds of delay. To address all of the potential cut-through routes, a total of roughly 250 such traffic calming devices would be required to cover the entire street grid. **This strategy is therefore not feasible.**"

IP37-4

Admittedly by the EIR, "Diverted traffic on the local streets would degrade safety." And thus would not create pedestrian mobility. *

The re-developers in Kings Beach are creating a residential cut-through problem and they are aware that there is no good cure for it. Eventually re-developers will push for a higher capacity residential cut through which does not align itself with the Tahoe Master Plan, but will be essential because of the dangerous traffic levels. To enter into a roundabout project knowing the negative residential consequences is irresponsible and marks poor planning.

In addition, roundabouts are not the best cure for high pedestrian volumes. Continuous streams of cars make crossing difficult.

On the other side of the coin – If drivers yield to high pedestrian levels, it will stop traffic within the circle, stopping vehicular travel in all directions. It is recognized that roundabouts are typically a cure for traffic queuing at intersections which cannot carry their capacity. In the case of Kings Beach, the roundabout lowers the road capacity detrimentally

IP37-5

So I ask you to think about the North Shore's future. In 2028, all 108 days of the summer will have traffic lines backed up more than 2000 feet past the roundabouts. Roundabouts will *actually hinder vehicular and pedestrian mobility* in Kings Beach. While in 2028, it has been analyzed that alternative three, signalized traffic lights, will create no such lines of traffic or high residential cut-through levels.

IP37-6

There will also be negative economic effects as, according to the EIR, roundabouts will cause "recurring traffic congestion [which] would degrade the movement of people, goods, and services both within Kings Beach and the Lake Tahoe Region." Not good for business

IP37-7

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From: sitecore@placer.ca.gov
To: [Maywan Krach;](#)
Subject: Kings Beach Public Comments Submitted
Date: Thursday, May 24, 2007 5:00:09 PM

Maywan Krach, Environmental Coordination Services

From: Kings Beach Commercial Core Improvement Project
 To: Maywan Krach
 Date: <<date>>
 Subject: <<subject>>

Add to Mail list: False
 Name: Dave Ferrari
 Address: PO Box 845
 City: Kings BEach State: CA
 Zip: 96143
 Phone:
 Email: dave_ferrari@hotmail.com

Comments: May 24, 2007 Placer County Department of Public Works Comments to EIR: Core Improvement project, Kings Beach Placer County I would like to offer the following comments on the draft EIR. My name is Dave Ferrari and our family has been in business in Kings Beach for over 50 years with a motel on the main road. We were here when the road was only two lanes. We offer the following comments: 1. We favor options 2 and 4 as we feel that Kings Beach needs to recreate itself as a destination as opposed to a pass through for people going other places. 2. We think there should be some combination of these options in that 17 foot sidewalks are not necessary throughout the project area. For instance, on the beach side in the middle of town there is an existing sidewalk that goes closer to the lake in the conservancy project. Perhaps the Conservancy could give up some of this land allowing the road to curve to the South and allowing for some on street parking along the commercial area across the street. 3. We feel within the 3 lane options that there should be consideration of some on street parking throughout

IP38-1

IP38-2

IP38-3

the year. (see above idea) We would like to see the back-in diagonal option looked at. This would only be on one side of the road and allow quicker parking and quicker leave time than conventional parallel parking. 4. On street parking should be controlled so people cannot stay there all day. 5. There may be areas in town there redevelopment is occurring like in our project or the SK Brown project where some land could be utilized to help create on street parking year round. 6. Ways to minimize cut through traffic need to be discussed and installed ahead of the core improvement project. This will allow time to see if it works as the cut through happens now. It should be remembered that a current popular cut through is 267 to Speckled to Beaver and out to 28. This should be addressed with the other cut throughs. Stop signs on Speckled or traffic calming measures would help. 7. If 4 lanes are to be considered we need to figure out how to get wider sidewalks. 5 feet is not worth the time or money. Stoplights should probably be added at all intersections if this option is taken otherwise the dangerous condtions that exist now will remain. 8. All of the options failing to address controlled street crossings at Deer, Secline and Fox St which are all popular crossings. Crosswalks do not work as we already know. 9. Depending on Ferrari project a roundabout should be considered at Deer St or somewhere in that vicinity. 10. Road overpasses should be considered in some areas. An overpass in Crystal Bay would be an immediate mediation to busy traffic days. Thank you for your time, Dave Ferrari For the Ferrari family

IP38-3
cont.

IP38-4

IP38-5

IP38-6

IP38-7

IP38-8

IP38-9

IP38-10

IP38-11

From: sitecore@placer.ca.gov
To: [Maywan Krach](#);
Subject: Kings Beach Public Comments Submitted
Date: Thursday, May 24, 2007 4:58:46 PM

Maywan Krach, Environmental Coordination Services

From: Kings Beach Commercial Core Improvement Project
 To: Maywan Krach
 Date: <<date>>
 Subject: <<subject>>

Add to Mail list: False
 Name: jim gardiner
 Address: po box 9, 8748 Northlake Blvd.
 City: Kings Beach State: CA
 Zip: 96143
 Phone: 530-546-5166
 Email: jim5166y@yahoo.com

Comments: I am commenting on the Kings Beach Commercial Core Improvement Project. I am concerned that Kings Beach will not have the opportunity to advance due to the current roadway configuration. I am requesting that the three lane alternative be adopted and constructed for the following reasons; 1. The four-lane alternative is NOT pedestrian friendly and is stated in the community plan documents as such. 2. Three lanes with roundabouts will be safer for the pedestrians, bikes and motor vehicles. We should think about a roundabout at ALL intersection including Deer St. and Fox St. as well as the intersection of Hwy 267 to really have the maximum calming effects. 3. Hwy 28 going east to Nevada already is two lanes and four lanes will not move traffic any better. 4. The community needs to slow traffic down and have wide sidewalks. If you look at Kings Beach now, we have close-up businesses, empty lots, and blight. This will not get better if we keep the circulation the same as it is today. 5, I have lived in Kings Beach for 25 years and own a business (motel) on hwy 28 in Kings Beach and has continued to get

IP39-1

IP39-2

IP39-3

IP39-4

worse and worse each year. The motels in Truckee (Best Western and Hampton Inn) will fill up on a regular basis while the motels stay empty in Kings Beach. We have a outstanding asset and still people will stay in Truckee where they pretty much stay in a room and have to travel in a vehicle to get to any attraction. 6. Talking to old timers in Kings Beach stated that when Kings Beach was changed to four lanes years ago, the bussinesses started to lose business and fail. 7. I have had people come from other countries and wonder why the only way to get to Lake Tahoe is to rent a car. With the addition of the different modes of mass transit coming in the future, I think we need to think green and get people out of their vehicles and enjoy the pedestrian aspect of Lake Tahoe. If we want a change and not the same old race-way and have something truly to be proud of , we need to make the change now. Thank you, Jim Gardiner

IP39-5

IP39-6

From: sitecore@placer.ca.gov
To: [Maywan Krach](#);
Subject: Kings Beach Public Comments Submitted
Date: Thursday, May 24, 2007 7:49:16 PM

Maywan Krach, Environmental Coordination Services

From: Kings Beach Commercial Core Improvement Project
 To: Maywan Krach
 Date: <<date>>
 Subject: <<subject>>

Add to Mail list: False
 Name: Peter Grant
 Address: 7630 N. Lake Blvd
 City: Tahoe Vista State: CA
 Zip: 96148
 Phone:
 Email:

Comments: My name is Peter Grant. I am a 28 year resident of the Lake Tahoe Basin, an owner of three businesses in Kings Beach/Tahoe Vista and a current board member of the North Tahoe Business Association (NTBA). The following remarks about this project are my personal views and not expressed on behalf of the NTBA. Like the Main Street Design Review Committee and the NTBA Board, I favor a modified, three lane version of Alternative's 2 and 4. In the coming months, there will be many strong voices expressing their concerns for reduced on-street parking, cut through driving, stalled traffic and more. While I don't necessarily agree with the alleged magnitude of these impacts, I do believe the county must, comprehensively, address, plan for and adequately mitigate the impacts that will be created. WHY I SUPPORT THREE LANES: As a creative designer (one of my professions) over the past 25 years, I believe you must start with answering the question: What should a re-created Kings Beach "feel" like? To begin, it should be SLOWER. Today, driving through Kings Beach is an exercise in

IP40-1

IP40-2

IP40-3

neurosis, where speeds regularly exceed 40 mph accompanied by the repeated slamming of brakes as drivers seek street parking from the outside lanes or left turns from the inside lanes. Kings Beach is a miserable driving experience that greatly impacts (negatively) all of the other esthetic values of the town.

IP40-4

The driving experience is so negative and requires so much focus on the actual driving (or the random pedestrian darting across the street) drivers have little opportunity to enjoy the incredible views, let alone observe, assess and consider our businesses. I believe this current negative impact can not overemphasized. I

IP40-5

favor a reduction to the speed limit to 25 (ideal) or 30 mph and allow our residents and visitors to "Cruise" the new Kings Beach.

IP40-6

Imagine a Kings Beach where, as a driver, you actually look forward to driving this wonderful 1.1 mile lakefront road, not dread it. Where the speed is slow but consistent. At 25 mph, 1.1 mile can be travelled in less than 3 minutes, hardly an

inconvenience. And the slower speed allows you to enjoy the views and actually observe and assess the businesses. If a business looks interesting, the reduced speed allows the driver to comfortably exit the road, in a timely manner, and seek parking without being a quarter mile past the business.

IP40-7

Additionally, the larger sidewalks in a three lane scenario allow for more interesting food/drink/gathering places, both visually and substantially, which add greatly to what a driver has to see and consider. The drive now is not just more pleasant, but also more interesting/compelling. This is what I believe Kings Beach should "feel" like. I BELIEVE THERE ARE SEVERAL CRITICAL

IP40-8

STEPS THAT THE COUNTY MUST TAKE TO ENSURE THE OVERALL SUCCESS OF THIS PROJECT: First, for the project to be a success, it is absolutely incumbent upon the county to complete the acquisition of all necessary land needed to support the parking needs of the project NOW. Falling short in this regard is unacceptable and would be the greatest mistake the county could make. If a sufficient amount of parking is not secured BEFORE the project is constructed, the businesses will (rightfully) voice increased opposition to the project and the likelihood for overall success of the project will diminish. Secondly, the county must work closely with the residents and businesses in creating the proposed modified three lane project during the design and planning phases. There will be no perfect design that will capture

IP40-9

IP40-10

the support of a vast majority but, by executing a professional and comprehensive design phase, that allows all voices to be heard, a beautifully conceived project can be created that should receive the broad support of the community and result in a spectacular finished product. Thirdly, the county must address the residents legitimate concern for potential increase to cut through traffic to the residential grid. While I personally believe if the core is properly re-invented, most people will enjoy driving Highway 28, measures must still be taken by the county to discourage this potential impact. This could be in the form of discouraging signage, increased stop signs, temporary speed bumps during peak summer weekends, etc. The residents must feel their legitimate concerns have been addressed for them to support any three lane project. Finally, the county must work to identify and support (where possible) the developers and businesses that will become the new face of the re-invented Kings Beach. They will need the county's support as it will be a matter of years before the existing business profile can fully morph and take hold. Respectfully Submitted, Peter Grant

IP40-10
cont.

IP40-11

IP40-12

May 24, 2007

Attention: Maywan Krach
Environmental Coordination Services
Community Development Resource Agency
3091 County Center Drive, Suite 190
Auburn, California 95603

Dear Ms. Krach:

I would like to submit for the record my comments on the proposed Kings Beach Commercial Core Improvement Project.

My husband and I have lived in the Kings Beach – Tahoe Vista area since 1978, raising our three children in the community. Through out the last twenty-nine years, I have also been employed at various positions in Incline Village, Tahoe City, and Truckee. For the last nine years I have worked for an accountant with an office on the highway in Kings Beach.

Throughout the EIR/EIS, the mission of the project is stated as three goals:

1. Enhance the overall appearance of the commercial core area
2. Address bicycle and pedestrian circulation and safety
3. Upgrade the water quality facilities of the commercial core area.

After attending many meetings over the last three years and reviewing the document, I believe that the only two alternatives that meet the Mission Statement are Alternative 2 and Alternative 4. I would promote a collaboration of those two alternatives, adding some on-street parking along the highway.

IP41-1

While traffic congestion is a concern for many people, it seems to be forgotten that we are a small area fed in three directions by two-lane highways. I believe that 1.1 miles of four lane roads will not solve the Tahoe area traffic problem, but it will be a death knell for the business community.

IP41-2

It is with cautious optimism that I await the decision of the various agencies.

Sincerely,

Susan Kyler
1294 Jester Court
PO Box 350
Tahoe Vista, CA 96148
(530)546.4587
kylerclan@telis.org

IP42

May 24, 2007

Placer County Public Works Dept.
3091 County Center Dr., Ste. 220
Auburn, CA 95603

Re: Formal Comment - Kings Beach Commercial Core Improvement Project

To Whom It May Concern,

Please accept this letter as my Formal Comment on the Kings Beach Commercial Core Improvement Project. I am very much in favor of the below alternative.

- Alternative 2, which will change SR 28 into three lanes as well with roundabouts at Bear and Coon streets. Sidewalks would be nine feet in width with seasonal on-street parking.

IP42-1

If you have any questions, please contact me at (775) 745-3309.

Respectfully,



Phil McPhail, Property Owner
345 Fox St.
Kings Beach, CA 98143

May 24, 2007

IP43

Dear Ms. Krach:

The TRPA just held a public meeting in Kings Beach (today) regarding the various traffic and lane configurations being proposed in the downtown.

I understand that I am allowed to send my comments via email to you.

Most people that I speak to have two major concerns:

Gridlock

The width of the sidewalks reflecting a higher cost.

I am in favor of alternative four because I feel it will (1) help all business in town by having a walking environment and (2) I feel it will enhance recreation. 1 is self explanatory to me.

IP43-1

Recreation will be enhanced because bicycle riders will have a safe and unobstructed roadway. This is important because various Public agencies are working on a bike trail system that eventually will connect us to Tahoe City/Truckee and even into Nevada. North Tahoe will have a world class bike trail system, that will in my opinion have the same economic impact on our area equal to that of a reasonably large ski resort. And better yet, it will also create shoulder period business.

Related to gridlock, it is my understanding that three lanes of traffic with roundabouts will move as efficiently or even better than currently because there would be two lanes with no "friction", whereas now there is none. There are no lanes without friction now because of cars turning etc. I feel the people need to hear from Cal Trans. They are in the business of moving traffic. I believe they know their job just as a Doctor knows his job. I presume that they would not be attaching themselves to a plan that is not in their interest of moving traffic. If Cal Trans was to tell the community their view of the change, it would go a long way towards alleviating the apprehension of the Public. Now the community dialogue is such that when a person uses this as a reason to not want the lanes reduced, it can not be refuted.

IP43-2

In any configuration that comes about, I feel it is imperative the bike trail be unobstructed, because if the bike is not free of friction (car doors opening) it than is just another form of traffic congestion and delay.

IP43-3

On the issue of costs that is a matter to still to be developed and negotiated. My feeling is you cannot have change without cost. In designing the sidewalks they should be designed with the cost of maintenance as the highest priority. For instance perhaps not as many light fixtures, which when combined with all the other signage that will be required is both visually cluttering and hard to move cleaning machinery around. I would also recommend a rounded curb design.

IP43-4

This process and redevelopment are once in a lifetime chance for change to our community so I certainly would urge as much communication as possible.

Thank you for your consideration of my thoughts.

Frank F. Mooney

Frank F. Mooney CPA
8096 North Lake Blvd.
Tel 530-546-5912
Fax: 530-546-3709
Email: fmooneycpa@sbcglobal.net

Kings Beach Miniature Golf
8693 North Lake Blvd.
Tel: 530-546-3196
Fax: same Email: same

Shannon Hatcher

From: Dan LaPlante [DLaPlant@placer.ca.gov]
Sent: Tuesday, May 29, 2007 10:35 AM
To: Shannon Hatcher
Subject: FW: Kings Beach Public Comments Submitted

Dan LaPlante P.E.
Department of Public Works, Tahoe Division
Associate Engineer
10825 Pioneer Trail, Suite 105
Truckee, CA 96161
530-581-6231
530-581-6239 fax

From: Maywan Krach
Sent: Tuesday, May 29, 2007 8:39 AM
To: Dan LaPlante
Subject: FW: Kings Beach Public Comments Submitted

From: sitecore@placer.ca.gov [mailto:sitecore@placer.ca.gov]
Sent: Thursday, May 24, 2007 7:28 PM
To: Maywan Krach
Subject: Kings Beach Public Comments Submitted

Maywan Krach, Environmental Coordination Services

From: Kings Beach Commercial Core Improvement Project
To: Maywan Krach
Date: <<date>>
Subject: <<subject>>

Add to Mail list: True
Name: Carol Savary
Address: PO Box 2990
City: Kings Beach State: CA
Zip: 96143
Phone: 530.412.3312
Email: csavary@charter.net

Comments: I have not received confirmation that you have received the following comments that I had submitted on 5/18 and 5/24 earlier today, so I am resubmitting them accordingly: I would like to commend Placer County Department of Public Works and the Sierra Business Council on facilitating a process for our community to reach consensus on which of the four

IP44-1

6/11/2007

alternatives is most beneficial to our community. Historically, there has been a wide variety of opinions on which of the alternatives is preferred by the community. Through the walkable workshop series, the North Tahoe Main Street Design Committee educated our community on the options for and the factors that contribute to a more pedestrian friendly downtown street design. The Sierra Business Council has since done a wonderful job conducting community workshops to provide information and demonstrations on the elements of each alternative, followed by an objective and fair approach to seeking input from the 100-200 community members present at the workshops as to which alternative we would like to invest in. I spoke with a number of people at the May 15th workshop after we had experienced the three exercises who made different investment decisions. All agreed that the process by which we were presented information, given the opportunity to ask questions about the alternatives and the project at large, and then voice our individual opinions was a constructive and fair approach. Thank you so much for considering the needs of our community and investing the time, energy and expense in educating us on the project. Sincerely, Carol Savary Kings Beach resident, business person and property owner

IP44-1
cont.

From: sitecore@placer.ca.gov
To: [Maywan Krach](#);
Subject: Kings Beach Public Comments Submitted
Date: Thursday, May 24, 2007 7:36:47 PM

Maywan Krach, Environmental Coordination Services

From: Kings Beach Commercial Core Improvement Project
To: Maywan Krach
Date: <<date>>
Subject: <<subject>>

Add to Mail list: True
Name: Carol Savary
Address: PO Box 2990
City: Kings Beach State: CA
Zip: 96143
Phone: 530.412.3312
Email: csavary@charter.net

Comments: I understand that there is a very vocal minority who supports a 4-lane, Alternative 3, solution for the Kings Beach Commercial Core Improvement Project. Please be assured that this is a clear minority, based on the community input received at all of the Pathways 2007 Place Based Planning Workshops as well as the workshops facilitated by the Sierra Business Council for this project. I would like to make one point with respect to a 4-lane solution to Kings Beach: What makes the 1.1 mile downtown commercial area of Kings Beach so different than any other downtown area in the North Lake Tahoe area? Incline Village, Crystal Bay, Carnelian Bay, Tahoe Vista, the West Shore and any of the commercial core centers in Truckee all have a maximum of a 3-lane configuration in their commercial centers. While I am not a traffic analyst and cannot submit substantiated traffic data for my comment, I find it hard to believe that the Kings Beach commercial downtown has a radically different maximum traffic load than these other downtown areas. Why should pedestrians in these other commercial core areas enjoy

IP45-1

IP45-2

safety and amenities that will not be available to the Kings Beach residents and visitors because of a vocal minority? Thank you for your consideration of this point of view, Carol Savary Kings Beach resident and commercial property owner

May 24, 2007

Placer County Public Works Dept.
3091 County Center Dr., Ste. 220
Auburn, CA 95603

Re: Formal Comment - Kings Beach Commercial Core Improvement Project

To Whom It May Concern,

Please accept this letter as my Formal Comment on the Kings Beach Commercial Core Improvement Project. I am very much in favor of the below alternative.

- Alternative 2, which will change SR 28 into three lanes as well with roundabouts at Bear and Coon streets. Sidewalks would be nine feet in width with seasonal on-street parking.

IP46-1

If you have any questions, please contact me at (775) 745-3308.

Respectfully,



Susan Schaub, Property Owner
1055 Trent Dr.
Kings Beach, CA 96143

FORMAL COMMENT
KINGS BEACH COMMERCIAL CORE IMPROVEMENT PROJECT

SUZANNE SERGI 1020 BRISTOL CIRCLE KINGS BEACH

I live in Kingswood Village and work at Raley's in Incline Village. My shifts vary from a start time of 9:00am to 11:00am. My concern is driving time to Incline Village if the three lane project goes through.

IP47-1



Ron and Suzanne Sergi
PO Box 278
Kings Beach, CA 96143

FORMAL COMMENT
KINGS BEACH COMMERCIAL CORE IMPROVEMENT PROJECT

RON SERGI 1020 BRISTOL CIRCLE KINGS BEACH

I am a landscape contractor so myself and my employees are constantly on the road. We work primarily in Kings Beach through Carnelian Bay. My shop is on Speckled in Kings Beach. My concern is being able to get deliveries to my shop on Speckled and the time that will be spent in traffic by myself and my employees could cost me a great deal of money throughout the years.

IP47-2

Ron Sergi Sergi Enterprises
 PO Box 278
 Kings Beach, Ca 96143

From: Edee Campbell
To: Placer County Environmental Coordination Services;
Subject: Formal Comment
Date: Friday, May 25, 2007 8:48:37 AM

Hello

I have filled out 3 Formal Comment cards at the meetings and have not been contacted regarding these issues.

I own 7-Eleven in Kings Beach and we are OPPOSED to the roundabouts that you are proposing. Both options with the roundabouts will negatively impact my business by eliminating access to our business via Highway 28. We have expressed this concern at every meeting and have not been given any reasonable solution.

IP48-1

IP48-2

Please contact us as soon as possible to discuss alternatives that will not negatively impact us. You also need to be in contact with our Corporate Office and Market Manager. They are not in favor of this plan.

Thank you,

Edee Campbell

7-Eleven #15183
8593 N. Lake Blvd.
Kings Beach CA 96143

Shannon Hatcher

From: Dan LaPlante [DLaPlant@placer.ca.gov]
Sent: Tuesday, May 29, 2007 10:13 AM
To: Shannon Hatcher
Subject: FW: Kings Beach Comments Submitted

Dan LaPlante P.E.
Department of Public Works, Tahoe Division
Associate Engineer
10825 Pioneer Trail, Suite 105
Truckee, CA 96161
530-581-6231
530-581-6239 fax

From: sitecore@placer.ca.gov [mailto:sitecore@placer.ca.gov]
Sent: Friday, May 25, 2007 7:06 AM
To: Dan LaPlante; Brian Stewart; Peter Kraatz
Subject: Kings Beach Comments Submitted

Dan LaPlante - Kings Beach CCIP

From: Kings Beach Commercial Core Improvement Project
To: Dan LaPlante
Date: <<date>>
Subject: <<subject>>

Add to Mail list: False
Name: Lee
Address: P.O Box 2342
City: Kings Beach State: Ca
Zip: 96143
Phone:
Email: Lee_ciszewski@yahoo.com

Comments: Hello Sir & Ma'am This kings Beach Project Suck! When the street is full of car how is the Fire,Paramedic,Police,C.H.P., must get to "A - B" in a hurry take the Side Street or new Sidewalk to get there need to be ! also will you take out the park put in the new sidewalk, No more parking on the northshore because the new sidewalk No Roundabout because people will be killed that You Want badly.

IP49-1

IP49-2

From: sitecore@placer.ca.gov
To: [Maywan Krach](#);
Subject: Kings Beach Public Comments Submitted
Date: Sunday, May 27, 2007 3:19:17 PM

Maywan Krach, Environmental Coordination Services

From: Kings Beach Commercial Core Improvement Project
 To: Maywan Krach
 Date: <<date>>
 Subject: <<subject>>

Add to Mail list: True
 Name: George Koster
 Address: 8130 N. Lake Blvd P.O. BOX 1825
 City: Kings Beach State: CA
 Zip: 96143
 Phone: 530-546-3700
 Email: george@lake-tahoehomes.com

Comments: As a Kings Beach resident, business person, property owner and community volunteer, I would like to voice my opinion on the Kings Beach Commercial Core Improvement Project. I have volunteered as a board of director on, NLTRA, the Workforce Housing Association of Truckee Tahoe, the North Lake Tahoe Historical Society and a member of the NTBA's Main Street Economic Revitalization Committee. Needless to say I'm passionately engaged in helping change our community. I co-own the Century 21 Tahoe Sierra Real Estate office located at 8130 North Lake Blvd and I have observed the very unsafe conditions of pedestrians attempting to cross the 4 lane highway down the middle of our town as well as families pushing baby strollers down the shoulder of the street with cars buzzing pass them at 50 plus mph. I think it's very difficult to create a "village experience" with a 4 lane freeway in the middle of the village. It was really wonderful to participate in the Community meetings that Sierra Business Council has been producing this past month. Additionally it is great to see such overwhelming community

IP50-1

IP50-2

support for a more pedestrian-friendly and safety-oriented solution in support of 3 traffic lanes and roundabouts. Since the KBCCP provides an incredible opportunity to re-invent our community, I'm in support of Alternative 4 as it would truly provide the "funky village feeling" that business owners stated in the business survey I sponsored last year with the help of Plumas Bank and the wonderful community volunteers via NTBA. Additionally, I have attend all of the TRPA Pathways 2007 community meetings last and this year and the community clearly envisions focusing on cleaning up the blithe in Kings Beach and developing a dense, mixed use, transit oriented, walk-able village. However, given that the community has clearly voiced their support for a more pedestrian-oriented solution, through their support for both Alternatives 2 and 4 I am optimistic that we can reach consensus on a compromised solution addressing the concerns and differences between the two Alternatives. Both Alternatives 2 and 4 offers a shorter crossing distance for pedestrians, traffic calming/slowing with only one lane of traffic in each direction, roundabouts that require a slower driving speed, and less air pollution and noise than stop lights as well as wider sidewalks that offer more space and safety. I believe that with the community working together we can find a mutually beneficial solution to address business concerns about street parking and delivery zones. Being a fellow business and property owner I believe that my own and fellow business owners will greatly benefit by increased pedestrian activity, because visitors and local community members will be more inclined to get out of their cars and visit our business establishments. Furthermore, the KBCCP provides us an opportunity to develop and up date our infrastructure with fiber optic network for high speed internet, phone, video and data lines as well as water, sewage and electrical systems. This new infrastructure will help us recruit new businesses and to help established businesses such as my self to grow our business increase our sales and property taxes back into the community. This will also allow us to hire more employees and develop a more diversified economy that could better serve the community's service needs. Based on the old field of dreams "if you build it they will come" metaphor research data from a variety of planning organizations and communities throughout

IP50-2
cont.

IP50-3

IP50-4

IP50-5

the United States clearly demonstrates the economic and civic benefits of walk-able communities. I attended Lodi California High School and the down town was an aging and run down faded example of its pre-WW II days. No one wanted to live, work, play, and shop or start a business there. Since Lodi executed a Main Street program similar to NTBA's their downtown merchants credits its \$4.5 million public-private pedestrian-oriented project along with economic incentives for 60 new downtown businesses, a drop in vacancy rate from 18% to 6%, and a 30% increase in downtown sales tax revenue. I believe we can execute this same type of economic revitalization in Kings Beach if we work together to provide a physical environment that provides the necessary tools to build upon. Local businesses benefit from more people living and visiting the downtown and spending their dollars there. As we all know parking is a very big gating issue to development within the Lake Tahoe basin. With all of the issues of coverage, land costs and construction we have to think more creatively to provide parking solutions. Thus, I think that parking that is within short walks to businesses are required, along with additional satellite parking on back streets throughout the downtown area or limited street parking where the sidewalk widths may vary to allow some street parking. Furthermore, we need to think more creatively about our parking and build multi-tiered parking structures that include retail on the ground floor and housing on the top of the structure. This will provide the density we need to provide consumers for our local businesses. Here are some other points I would like you to consider in your final votes for the KBCCP. 1. The ER Committee raised money to bring in a consultant who had a preliminary community meeting in January where nearly 30 Kings Beach commercial property owners attended. The purpose of the meeting was to proactively engage the commercial property owners with information regarding PBIDs and BIDs as funding mechanisms to maintain the downtown area. Our objective is to proactively involve the commercial/business community up front in the process so that they would determine the criteria, expenditures and benefits that they want as a business community. 2. Why does Kings Beach need to be the only downtown commercial area in the entire North Tahoe region to have a 4-lane highway? Incline Village, Carnelian Bay,

IP50-5
cont.

IP50-6

IP50-7

IP50-8

Tahoe City and commercial core areas in Truckee all have 2-lane or 3-lane configurations in their downtown areas. 3. Given that we have significant pedestrian density in the Kings Beach downtown area, we should prioritize pedestrians over automobiles in forming a compromised solution for Kings Beach. Many Kings Beach residents do not own or drive automobiles, and walk to shop locally in our downtown area, walk to work in Crystal Bay and walk to Safeway with their children to shop for groceries. Many of our visitors come to Kings Beach to use the outdoor recreational assets, which means they get out of their automobiles and walk in our downtown and beach area. While we certainly need to accommodate automobile traffic within and through our commercial core, putting our local residents and visitors at risk due to lack of pedestrian safety is not a desirable or long-term solution. This decision affects not only those of us who are a part of this community today, but future generations to come who will live with our decisions. Since I have attended all of the community meetings i.e. the North Tahoe Main Street Design Committee walk-able workshop series, the TRPA Pathways and the Placer County KBCCP I have observed that the meeting(s) procedure have been fair and allowed the public to have creative and constructive input into the process of designing their own community. Additionally, Placer County Department of Public Works, the Sierra Business Council and NTBA have done a wonderful job at facilitating a process for our community to reach consensus on which of the four alternatives is most beneficial to our community. The hundreds of community members had many opportunities to ask questions, provide input and participate in hands on workshops to re-invent their community. I hope that you will join me in working with the community to develop solutions between the two Three Lane Alternatives (2 and 4) that enables the community to execute their vision of cleaning up the blithe in Kings Beach and developing a dense, mixed use, transit oriented, and walk-able village. Thank you in advance for your time and efforts to review my input. Sincerely yours, George Koster Co-Owner Century 21 Tahoe Sierra Real Estate george@c21truckee.com 530-412-1084

IP50-8
cont.

IP50-9

IP50-10

IP50-11

Shannon Hatcher

From: Dan LaPlante [DLaPlant@placer.ca.gov]
Sent: Tuesday, May 29, 2007 10:16 AM
To: Shannon Hatcher
Subject: FW: Please Find attached my letter in support of a blend of Alternative 4 and 2 of the Kings Beach Core Improvement Project

Kind of a comment...

Dan LaPlante P.E.
 Department of Public Works, Tahoe Division
 Associate Engineer
 10825 Pioneer Trail, Suite 105
 Truckee, CA 96161
 530-581-6231
 530-581-6239 fax

From: George [mailto:george@c21truckee.com]
Sent: Sunday, May 27, 2007 2:40 PM
To: Rich Colwell; Rae James; David Snyder; Ron Yglesias; Jennifer Merchant; Dan LaPlante; sfrisch@sbcouncil.org; dpolivy@sbcouncil.org; nriley@sbcouncil.org; Bruce Kranz; Collier Cook; norma.santiago@edcgov.us; smerrill@benchmark.com; jmotamedi@yahoo.com; mikehweber@sbcglobal.net; Linda Brown; Jennifer Pereira; Brian Jagger
Subject: Please Find attached my letter in support of a blend of Alternative 4 and 2 of the Kings Beach Core Improvement Project

I know that you'll hear a lot of noise from the community members that the process was not fair and they were not heard. I've attended every public events for both the TRPA Pathways and the KBCCP and from my point of view the process has been very community friendly and inviting all points of view. Additionally, the process has allowed community members to provide their visions of what they'd like to see in their community. At the May 15, 07 meeting the community spoke loud and clear in their support of Alternative 4. to that end, please find attached my letter in support of a blended compromise of Alternative 4 and Alternative 2 with some on-street parking.

IP51-1

All of the statistics show throughout the USA that authentic downtown commercial districts that provide a walk able experience increase:

- a. property values;
- b. sales taxes;
- c. economic revitalization;
- d. quality of life – i.e. safe and healthier communities

IP51-2

I hope you'll join me in working with those community members who've expressed their concern that they're not being listen too and find compromises that allow Kings Beach to re-invent it's self into the creative, funky, beach town for our future generations to enjoy.

Thank you for your review of my attached letter.

George H. Koster II
 Realtor/Co-Owner

Cell: 650-248-8100
Cell: 530-412-1084
email: george@C21Truckee.com
AIM: geedroid
Visit my web site at: www.georgekoster.com
Every New Idea Is Heretic and Then Becomes Superstition

Century 21 Tahoe Sierra Real Estate Associates

Vox: 800-741-3881
Fax: 530-546-3935
Shipping:
8130 N. Lake Blvd
Kings Beach, CA 96143
Mailing
P.O. Box 1825
Visit our web site at: www.lake-tahoehomes.com



Century 21 Tahoe Resort Properties

Vox: 877-489-9036
Fax: 530-587-5934
11008 Donner Pass Rd.
Truckee, CA 96161
Visit our web site at: www.tahoeresortproperties.com



As a Kings Beach resident, business person, property owner and community volunteer, I would like to voice my opinion on the Kings Beach Commercial Core Improvement Project. I have volunteered as a board of director on, NLTRA, the Workforce Housing Association of Truckee Tahoe, the North Lake Tahoe Historical Society and a member of the NTBA's Main Street Economic Revitalization Committee. I have spent hundreds of hours as a volunteer on NTBA's Main Street Economic Revitalization Committee as well as thousands of dollars to sponsor the Business Survey with Plumas bank, and the Farmers Market in Kings Beach. Needless to say I'm passionately engaged in helping change our community.

I co-own the Century 21 Tahoe Sierra Real Estate office located at 8130 North Lake Blvd and I have observed the very unsafe conditions of pedestrians attempting to cross the 4 lane highway down the middle of our town as well as families pushing baby strollers down the shoulder of the street with cars buzzing pass them at 50 plus mph. I think it's very difficult to create the "Funky Beach Village Experience" that the community envisioned in our Main Street kick off meetings in June of 2003, with a 4 lane freeway in the middle of the village.

IP51-3

It was really wonderful to participate in the Community meetings that Sierra Business Council has been producing this past month. Additionally it is great to see such overwhelming community support for a more pedestrian-friendly and safety-oriented solution in support of 3 traffic lanes and roundabouts. Since the KBCCP provides an incredible opportunity to re-invent our community, I'm in support of Alternative 4 as it would truly provide the "funky beach village feeling" that business owners stated in the business survey I sponsored last year with the help of Plumas Bank and the wonderful community volunteers via NTBA. Additionally, I have attend all of the TRPA Pathways 2007 community meetings last and this year and the community clearly envisions focusing on cleaning up the blithe in Kings Beach and developing a dense, mixed use, transit oriented, walk-able village.

IP51-4

However, given that the community has clearly voiced their support for a more pedestrian-oriented solution, through their support for both Alternatives 2 and 4, I am optimistic that we can reach consensus on a compromised solution addressing the concerns and differences between the two Alternatives. Both Alternatives 2 and 4 offers a shorter crossing distance for pedestrians, traffic calming/slowing with only one lane of traffic in each direction, roundabouts that require a slower driving speed, and less air pollution and noise than stop lights as well as wider sidewalks that offer more space and safety. I believe that with the community working together we can find a mutually beneficial solution to address business concerns about street parking and delivery zones.

IP51-5

IP51-6

Being a fellow business and property owner I believe that my own and fellow business owners will greatly benefit by increased pedestrian activity, because visitors and local community members will be more inclined to get out of their cars and visit our business establishments. Furthermore, the KBCCP provides us an opportunity to develop and up date our infrastructure with a fiber optic data network for high speed internet, phone,

IP51-7

video and data lines as well as water, sewage and electrical systems. This new infrastructure will help us recruit new businesses and to help established businesses such as my self to grow our business and to increase our sales and property taxes back into the community. This will also allow us to hire more employees and develop a more diversified economy that could better serve the community's service needs.

IP51-7
cont.

Based on the old field of dreams "if you build it they will come" metaphor, research data from a variety of planning organizations and communities throughout the United States clearly demonstrates the economic and civic benefits of walk-able communities. I attended Lodi California High School back in the 70s and the down town was an aging and run down faded example of its pre-WW II days. No one wanted to live, work, play, and shop or start a business there. Since Lodi executed a Main Street program similar to NTBA's their downtown merchants credits its \$4.5 million public-private pedestrian-oriented project along with economic incentives for 60 new downtown businesses, a drop in vacancy rate from 18% to 6%, and a 30% increase in downtown sales tax revenue.¹

I believe we can execute this same type of economic revitalization in Kings Beach if we work together to provide a physical environment that provides the necessary tools to build upon. Local businesses benefit from more people living and visiting the downtown and spending their dollars there and you can't do this while passing people at 50 mph.

As we all know parking is a very big gating issue to development within the Lake Tahoe basin. With all of the issues of coverage, land costs and construction we have to think more creatively to provide parking solutions. Thus, I think that parking that is within short walks to businesses are required, along with additional satellite parking on back streets throughout the downtown area or limited street parking where the sidewalk widths may vary to allow some street parking. Furthermore, we need to think more innovatively about our parking and build multi-tiered parking structures that include retail on the ground floor and housing on the top of the structure. This will provide an economic, environmental and social multiplier and the density we need to provide consumers for our local businesses.

IP51-8

Here are some other points I would like you to consider in your final votes for the KBCCP.

1. The NTBA Economic Revitalization Committee (that I spent 2 years on) raised money to bring in a consultant who had a preliminary community meeting in January where nearly 30 Kings Beach commercial property owners attended. The purpose of the meeting was to proactively engage the commercial property owners with information regarding PBIDs and BIDs as funding mechanisms to maintain the downtown area. Our objective is to proactively involve the commercial/business community up front in the process so that they would determine the criteria, expenditures and benefits that they want as a business community.

IP51-9

¹ Local Government Commission Center for Livable Communities, Lodi Case Study, www.lgc.org.

2. Why does Kings Beach need to be the only downtown commercial area in the entire North Tahoe region to have a 4-lane highway? Incline Village, Carnelian Bay, Tahoe City and commercial core areas in Truckee all have 2-lane or 3-lane configurations in their downtown areas.

IP51-10

3. Given that we have significant pedestrian density in the Kings Beach downtown area, we should prioritize pedestrians over automobiles in forming a compromised solution for Kings Beach. Many Kings Beach residents do not own or drive automobiles, and walk to shop locally in our downtown area, walk to work in Crystal Bay and walk to Safeway with their children to shop for groceries. Many of our visitors come to Kings Beach to use the outdoor recreational assets, which means they get out of their automobiles and walk in our downtown and beach area. While we certainly need to accommodate automobile traffic within and through our commercial core, putting our local residents and visitors at risk due to lack of pedestrian safety is not a desirable or long-term solution. This decision affects not only those of us who are a part of this community today, but future generations to come who will live with our decisions.

IP51-11

Since I have attended all of the community meetings i.e. the North Tahoe Main Street Design Committee walk-able workshop series, the TRPA Pathways and the Placer County KBCCP I have observed that the meeting(s) procedure have been fair and allowed the public to have creative and constructive input into the process of designing their own community. Additionally, Placer County Department of Public Works, the Sierra Business Council and NTBA have done a wonderful job at facilitating a process for our community to reach consensus on which of the four alternatives is most beneficial to our community. The hundreds of community members had many opportunities to ask questions, provide input and participate in hands on workshops to re-invent their community.

IP51-12

I hope that you will join me in working with the community to develop solutions between the two Three Lane Alternatives (2 and 4) that enables the community to execute their vision of cleaning up the blithe in Kings Beach and developing a dense, mixed use, transit oriented, and walk-able village. Thank you in advance for your time and efforts to review my input.

IP51-13

Sincerely yours,

George Koster
Co-Owner
Century 21 Tahoe Sierra Real Estate
george@c21truckee.com
530-412-1084

We the members of the Kings Beach, Tahoe Vista area want to register our concerns regarding the Kings Beach Corridor road remodeling project. It is important that our voices be heard in this regard. We realize that doing something would be nice, however, slowing down traffic by restricting flow will bring traffic to a standstill for hours at a time. It is conceivable that traffic could be backed up for as much as 5 hours based upon the traffic reports from the county. This makes for very unhappy visitors as well as locals. In addition restricting highway parking either "seasonally" or permanently would be inconvenient and could negatively impact our already fragile resort economy.

IP52-1

IP52-2

The issues as we see them are:

- 1) Emergency access for police, ambulance and fire would be interfered with. Long lines of stopped traffic would be impossible to get through for hours at a time.
- 2) There would be no handicap access to businesses in violation of ADA compliance.
- 3) Deliveries of goods and services to our businesses would be difficult or impossible if shipping companies cannot stop and unload at business locations
- 4) People want and need the convenience of store front parking in order to utilize these businesses. They do not want to carry large, heavy, cumbersome items and objects any distance to satellite parking lots
- 5) We frequently have inclement weather making walking distances uncomfortable.
- 6) Those businesses with alternate parking will have to police lots so that people do not abuse parking privileges.
- 7) Traffic will be diverted to back and side streets and will greatly increase the number of pedestrian versus auto accidents in neighborhoods that are foot traffic orientated. These roads are not designed to accommodate heavy traffic.
- 8) In addition we feel that the amount of money planned to be spent on this project could be used more wisely in other areas of our community.

IP52-3

IP52-4

IP52-5

IP52-6

IP52-7

IP52-8

IP52-9

IP52-10

IP52-11

IP52-12

We recognize that traffic needs to be slowed. We also recognize that simply having a visible presence of law enforcement during daylight hours does wonders for that issue. Sidewalks of 5 feet are plenty and curbs and gutters for water runoff do not need \$40 million dollar expenditure over 5 years. We are not interested in paying an additional \$7,500 per year, per business as suggested for sidewalk up keep. We need to be sensible, logical and reasonable about the changes in our community.

We the undersigned are residents and business people located in the Kings Beach Corridor and want the Placer County Board of Supervisors and TRPA to register our concerns before committing to any project meant for Highway 28/89 in Placer County, California.

Name/Name of Business

Street Location Mailing address

Phone

Brockway Bakery

Julie W. Wamscoat

8710 N. Lake Blvd.

530 546 243

~~Brockway Bakery~~

~~John E. Wamscoat~~

~~8710 N. LAKE BLVD~~

~~530 546 2431~~

Hindrey The lighting showroom

8726 N. Lake Blvd

760-396-6276

Stevenson's Holiday Inn

~~Wayne Patel~~

~~8742~~

~~N. Lake Blvd~~

~~530 546-2269~~

Stevenson's Holiday Inn

Anil Patel

8742

N Lake Blvd

530-546-2269

Sun N sand lodge

Wayne Patel

8308

N. lake Blvd

530

546-2269

Sun-n-Sand Lodge

Anil Patel

8308

N Lake Blvd

530-546-

2515

Tacos Jalisco Rosina C Martinez

8717 N Lake Blvd

530

546

3256

Big 7 Motel

~~Robert Spans~~

530(546-2545)

Waters of Tahoe Laundrette

530-546-7918

Chack's Bait & Tackle

P.O. Box 2116

530

546

8425

Frosty Beach View Grill

(530 448-3106)

Members of the Kings Beach Community petition against Kings Beach Core Improvement Project

[illegible]

STEVE Richter 8487 N. LAKE Blvd. 546-3383

Edith Willard 6245 N. Lake Blvd 546-3383

Members of the Kings Beach Community petition against Kings Beach Core Improvement Project

Name/Name of Business Street Location Mailing address Phone

Incline Village Hot Tub 8619 Speckled #4 530-308-9522

96143-Corn. Bay

Magic Carpet Co 14 5167 N. LAKE BL. Box 481 546-4279

J. R. KRAUSS, LTD

J. Krauss

530-546-7155

362-1161

8547 SPECKLED AVE.

P.O. Box 2979

Lake Tahoe Wellness Center 695 Wolf St 546-8201

Rockwood Tree Service 8199 Speckled 546-7163

Affordable Linen Services *JJ* 615 Corn St. 546-4604

On Shore Caren Box 162 Carnation Bay 546-7378

Mike and Liz Tetlow Twin Peaks Catering P.O. Box 2838 Kings Beach 546-3528

~~Madabout Music~~

8623 North Lake Blvd

530-414-

Boyle & Bang Wengel Kings Beach, 96143 0101

Business Owners of Kings Beach Community petition against Kings Beach Core Improvement Project

Name/Name of Business Street Location Mailing address Phone

DON HALL
ARCADIA GAMES BOX 3688 1.1.1 99450

JACQUI GRANDFIELD 290 AGATE RD 546-7136
1281 KINGS BEACH

Members of the Kings Beach Community petition against Kings Beach Core
Improvement Project

Name/Name of Business Street Location Mailing address Phone

Mauro Olegued 8863 North Lake Blvd HS (530) 54634

Victoria Singleton 8581 W. Lake Blvd S-6 KB 318-9100

Jane Landrumb 8581 N. Lake - 546-8500
PO 1272 Kings Beach

Summa Blum 8636 N. Lake Blvd 546-3135

Van Marshall BOX 2661
KINGS BEACH, CA. 546-3135

Merna Bax PO Box 178 K.B. Ca 546-9475

Attila Liza PO Box 342 T.V CA 546-4161

ALISA WAGNER PO Box 342 T.V CA 546-4161

RANDY WILLIAMS 1015 TRINT KB 5465260

Ken Promos P.O. 1147 KB 546-3805

Phil S Thompson Box 205 KB 583-5277

Members of the Kings Beach Community petition against Kings Beach Core Improvement Project

Name/Name of Business	Street Location	Mailing address	Phone
TAHOE CUTTING CO. OWNER, DONALD DAVID RUTKOWSKI	P.O. Box 1364 KINGS BEACH, CA 96143		
TAHOE CUTTING CO. OWNER PATRICIA LAYNE	P.O. Box 1364 KINGS BEACH, CA 96143 8106 N. LAKE BLVD		(530) 546-5625
Carolyn B. Myrmel 8571 N. Lake Blvd.	P.O. Box 424 Crystal Bay, NV 89402		(530) 546-4620
Robert Myrmel 8571 N. Lake Blvd	PO Box 424 Crystal Bay, NV 89402		530 546 4620
Owner Jessica McDonald La Petite Selon	8160 N. Lake Blvd Kings Beach Box 194 Tehoma CA 96142		546-2100
Steve Leasing Agency Kings Beach	Box 56 K.B.		
Tahoe Cutting Co Heforah Cudby	Box 375 Tahoe Vista CA 96148 8106 N. LAKE BLVD		546-2887
SCOTT COPELAND Brook Av. Conell	Box 459 Tahoe Vista CA 96148 N. LAKE BLVD K.B.		546-0427
SCOTT COPELAND COPELAND TROOP DESIGN	Box 459 T.V. CA 96148 8619 SPECIFIED AV. K.B.		386-2648
ABEL VILLAGOMEZ ABEL'S MAINTENANCE	8377 Steelhead Ave. P.O. Box 2051		546-8531 308-5467
Kennith Tettehoff	8313 N. LAKE BLVD		546 4208

Members of the Kings Beach Community petition against Kings Beach Core
Improvement Project

Name/Name of Business	Street Location Mailing address	Phone
The Ski Barn / Beach Barn	8445 N. Lake Blvd	530-546-3111
Sengi Enterprises	8619 Spruce	530 546-3482
North Tahoe Watersports	8318 N Lake	546-9253
Dana's Sports	8338 N. Lake Blvd.	546-5797
Jarsons	8338 N. Lake Blvd	546-3315
Richard & Leon	Maille Lake Dist. ^{National Guard TV}	546-2662
Chickie & Baker	8445 N.L. Blvd Rear	546-3323
Antonia Crosby	8106 NL Blvd KB	546-2887
Chick & L	8593 N. Lake Blvd	546-7468
John Nelson Mountain Kitchen	8599 Spruce	546-4554
John McDonald John McDonald	698 MIDIRON KB. PO Box 500 TAHOE VISTA	546-4698

[illegible]

8707
N Lake Blvd
530-546 4140

Carl Lutz

8399 WL Blvd

530 546 2406

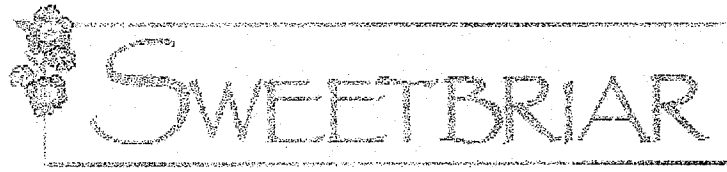
Tahoe Cutting Co Box 375 Tahoe Vista CA 96148

20. Franz Ciesky 8106 HL BIVC

546-2887

Name	Address	Phone
Richard C. Dean	539 Brassie Ave K.B	546-2612
Chase McKing	735 Spoked K.R.	546-8746
Robert Johnson	477 Brassie Ave	546-5077
Seira Plummer	628 Midiron Ave	546-1060
Diana Comanche	584 Brassie Ave	546-0837
Samuel J. Shag K.B.	548 Brassie Ave	546-2740
Walter Brockman	696 Brassie Ave	546-7020
Richard K. Hartsfield	641 BRASSIE AVE	546-3420
Joan and Corbin Hartsfield	641 BRASSIE AVE	546-3420
William J. V. Hartsfield	539 Brassie Ave	546-2612
Kenneth A. Hartsfield	531 Brassie	546-4208
John J. Hartsfield	9799 Brockman Springs S.S.	546-7333
Charles L. Hartsfield	1115 Bristol K.R.	546-2888
Robert Starland	1030 Bristol K.R.	546-8765
Edell Campbell	8592 N. LAKE ALVA K.B.	546-2002
MARTIN Campbell	P.O. Box 116 K.B. 8496143	546-2002
Julia W. Hartsfield	8710 N. LAKE BLVD 96143	546-2431
John W. Hartsfield	8710 N. LAKE BLVD 96143	546-2431
Susan Daniel	1115 Bristol K.R. 96143	546-2888
Susan Hartsfield	8636 N. Lake Blvd.	546-3135
Wanda Hartsfield	572 BRASSIE AVE 96143	546-4023
Cliff Russell Hartsfield	546-2137 9876 Lane St	
Nicole Hartsfield	7876 Violet Circle	546-4836
Robert Hartsfield	431 Brassie	546-2065
Clark Hartsfield	7380 N. LAKE ALVA	546-1002
Wanda Hartsfield	7380 N. LAKE BLVD.	546-4249
William L. Smith	P.O. Box 635 K.B.	546-3320
Donna M. DeLong Smith	P.O. Box 635 K.B.	546-3320

Name	Address	Phone
Bob Scott	591 BRASSIE K.B. CA 96143	530 488 3130 C
Laurie Scott	591 BRASSIE AVE K.B. CA 96143	530 488 3168 C
USCAR F SALGADO	583 BRASSIE AVE K.B. CA 96143	775 338 6441 (C)
LORA HORN	7820 MASHIE	530-546-4880
JOHN McDONALD	1498 MIDIRON AVE	530-546-4698
ELIZABETH McDONALD	1498 MIDIRON AVE	530-546-4698
KEVIN McDONALD	8457 STEELHEAD AVE	530-546-4698
ADRIAN HORN	610 MIDIRON AVE	530-546-2380
WILLIAM P. HORN	493 BRASSIE AVE	530 546 7443
Laura Whitelaw	7842 Tiger Ave, K.B. CA 96143	(530) 546-1092



At The Water's Edge • North Lake Tahoe
 Sweetbriar Owners Association
 c/o Assist 2 Sell All Service Realty • P.O. Box 819
 8700 North Lake Blvd., No. 2 • Kings Beach, CA 96143
 Phone: (530) 546-3305 • Fax: (530) 546-3707

Regarding the Kings Beach Commercial Improvement Project

May 21, 2007

BOB ALESSANDRELLI

Mr. Dan LaPlante
 Placer County Public Works
 and
 Mr. Jon-Paul Harries
 TRPA
 via email

Dear Dan & Jon-Paul:

We held the Sweetbriar annual meeting yesterday and reviewed the latest Kings Beach Commercial Core Improvement Plan proposals. I am writing on behalf of multiple owners of Sweetbriar, a condominium association at 8000 North Lake Blvd. where 267 intersects with North Lake Blvd. I ask that you include this letter in your public comment files and that you share it and our thoughts as property owners with the appropriate people.

We were told that alternatives 2 & 4—both with roundabouts—are the current options but that alternative 3 might still be considered if anyone speaks in favor of it. After a lengthy discussion and careful consideration:

- The Sweetbriar Owners Association strongly recommends alternative 3—the four lanes with traffic signals—as the best plan. We feel that this is the best for two very important reasons: (1) pedestrian safety is much more assured with traffic signals and (2) four lanes with synchronized traffic signals will accommodate traffic much better now and in the future as growth continues in the area. In addition, four lanes will better accommodate snow removal—something very important in a snow area.
- Our second recommendation, should alternative 3 be eliminated, would be alternative 2. We feel that the prohibition against any parking as well as the lack of opportunity for future public transit that would be the strong case against alternative 4. Thus, our recommendation is for alternative 2 if alternative 3 is eliminated. In addition, we believe that the 17-foot wide sidewalks in alternative 4 are unnecessary.

- It is our understanding that all alternatives end on the east side of 267—just halfway onto the Sweetbriar frontage. We would recommend that the sidewalk and bike lane improvements continue past our driveway and connect with the sidewalk and bike lane improvements already completed on the public beach/park area just west of Sweetbriar. This inclusion is only logical and would be less expensive to do now than later and would connect the two sidewalk projects.

Please let me know if you have any questions about anything. Sweetbriar's property managers are Kings Beach business owners Karen and Ken Degney, Assist 2 Sell All Service Realty, 8700 North Lake Blvd., No. 2, 546-3305. In addition, Ralph Beaudoin is assuming the Sweetbriar Owners Association presidency as I step down. All of these people have been sent copies of this letter.

Thank you and good luck with the project.

Sincerely,

Bob Alessandrelli

Bob Alessandrelli
President,
Sweetbriar Owners Association
boba@rlasolutions.com

cc: Karen & Ken Degney, North Lake Tahoe Realty
(kdegney@assist2sell.com and kendegney@assist2sell.com)
Ralph Beaudoin, incoming Sweetbriar Owners Association President
(rcbeaudoin@yahoo.com)

Dan LaPlante

From: sitecore@placer.ca.gov
Sent: Monday, May 21, 2007 8:04 AM
To: Dan LaPlante; Brian Stewart; Peter Kraatz
Subject: Kings Beach Comments Submitted

Dan LaPlante - Kings Beach CCIP

From: Kings Beach Commercial Core Improvement Project
To: Dan LaPlante
Date: <<date>>
Subject: <<subject>>

Add to Mail list: True
Name: Megan Chillemi
Address: Post Office Box 1546
City: Kings Beach State: CA
Zip: 96143
Phone: 530546-3911
Email: megan@chillemi.com

Comments: ATT: Dan La Plante and Ken Grehem - our preference on the Kings Beach Core Improvement Plan is for alternative 2. We attended all the workshops, but regrettably my husband and I are out of town on May 29th. The workshops were informational and well organized; thank you for the opportunity. As a footnote, it was interesting watching all the special interests vie for their preference. We've talked to a lot of our neighbors here in Kings Beach, leaders and business owners. It's my impression that the majority of the Kings Beach residents support alternatives 2 and 4, while the business interests support alternative 2. On the opposite end of the KB community (i.e., Tahoe Vista and Incline Village), the preference is to make no changes "... because it will impact my business or my commute". I'm hoping that these conflicting interests do not result in the project is tabled due to a lack of consensus or these pressures. If there's anything we can do to further support this project, please let us know. Thank you. Megan and Jack Chillemi, 8819 Cutthroat Avenue, Kings Beach

IP54-1

JAMES GARDINER
PO BOX 9
KINGS BEACH, CA 96143-0009
530-546-5166

IP55

May 24, 2007
Placer County Planning Dept

I am commenting on the Kings Beach Commercial Core Improvement Project. I am concerned that Kings Beach will not have the opportunity to advance due to the current roadway configuration.

I am requesting that the three lane alternative be adopted and constructed for the following reasons;

1. The four-lane alterative is *NOT* pedestrian friendly and is stated in the community plan documents as such.
2. Three lanes with roundabouts will be safer for the pedestrians, bikes and motor vehicles. We should think about a roundabout at ALL intersection including Deer St. and Fox St. as well as the intersection of Hwy 267 to really have the maximum calming effects.
3. Hwy 28 going east to Nevada already is two lanes and four lanes will not move traffic any better.
4. The community needs to slow traffic down and have wide sidewalks. If you look at Kings Beach now, we have close-up businesses, empty lots, and blight. This will not get better if we keep the circulation the same as it is today.
5. I have lived in Kings Beach for 25 years and own a business (motel) on hwy 28 in Kings Beach and has continued to get worse and worse each year. The motels in Truckee (Best Western and Hampton Inn) will fill up on a regular basis while the motels stay empty in Kings Beach. We have a outstanding asset and still people will stay in Truckee where they pretty much stay in a room and have to travel in a vehicle to get to any attraction.
6. Talking to old timers in Kings Beach stated that when Kings Beach was changed to four lanes years ago, the bussinesses started to lose business and fail.
7. I have had people come from other countries and wonder why the only way to get to Lake Tahoe is to rent a car. With the addition of the different modes of mass transit coming in the future, I think we need to think green and get people out of their vehicles and enjoy the pedestrian aspect of Lake Tahoe.

If we want a change and not the same old race-way and have something truly to be proud of , we need to make the change now.

Thank you,

Jim Gardiner

IP55-1

Dan LaPlante

From: Lee Ciszewski [lee_ciszewski@yahoo.com]

Sent: Thursday, May 31, 2007 4:18 AM

To: Dan LaPlante

Subject: Re:hello

Hello Mr.Plant

I like Alt 3 but no Roundabout on the Corner of Coon St. & 89th. Please leave the Coon St. 89th street, 4 lane street with better parking with 8 1/2 ft. sidewalk more lighter on 89th, plus a light for the heard-impaired or something for the blind Better Bus services and more police on the street during winter & Summer both Sheriff & C.H.P.,

You need to better the street from Dollar Hill to Tahoe-city ! Better the Bus or train services (Like in Sacramento area). More bus must have a 15 min and load zone give them 30 min...load & unload zone, better street light better sidewalk & parking with no roundabout!

*i am leland Ciszewski
P.O Box 2342
Kings Beach, Ca. 96143*

IP56-1

IP56-2

From: Mark Flaa [mflaa@sbcglobal.net]
Sent: Monday, June 11, 2007 11:54 AM
To: Rich Colwell; Rae James; David Snyder; Ron Yglesias; Jennifer Merchant; Dan LaPlante; Steve Frisch (sfrisch@sbccouncil.org); dpolivy@sbccouncil.org; nriley@sbccouncil.org; Bruce Kranz; Collier Cook; norma.santiago@edcgov.us; smerrill@benchmark.com; jmotamedi@yahoo.com; mikehweber@sbcglobal.net; Linda Brown; Jennifer Pereira; Brian Jagger
Cc: mflaa@sbcglobal.net
Subject: In support of Alternative 2 & 4 combination

As a part-time resident of Kings Beach I would like to voice my support for a combination of Alternative 2 & 4 for the Kings Beach Commercial Core Improvement Project.

IP57-1

My support for a combined resolution is based on the years I have been a home owner and retail shopper in our downtown area. My complaints with the status quo stem from the constant inability to make a safe left turn across traffic as well as being witness to more than a few close calls involving pedestrians/bicyclists and cars. I feel the traffic circle approach will be the most effective way of calming traffic and increasing pedestrian and bicycle safety.

IP57-2

Additionally, one of my long time complaints about our downtown is the lack of "cohesion". The entire downtown area feels like it is intended to be multiple single destination shopping centers (or single stores for that matter). I have been lulled into this paradigm and often find myself getting into my car to drive down just a few stores (as the current lack of a safe and passable sidewalks often makes that a necessity).

IP57-3

I like the beautiful new aesthetic Alternative 4 would create for our downtown as well as pulling the downtown into a cohesive and continuous whole. I believe a combination of large strolling sidewalks will give a whole new, family friendly and upscale feel to the downtown. This solution will hopefully increase foot traffic and shopping while decreasing business vacancies and losses of tax revenue. I would, however, also hate to lose all on-street parking which is why I also like some of the features of Alternative 2. I think a well reasoned approach to combining these 2 Alternatives would be the best solution for a workable and safe, yet beautiful downtown Kings Beach.

IP57-4

Thank you for your consideration.

Mark & Jessica Flaa
 1040 Cambridge Drive
 Kings Beach

Dan LaPlante

From: Theresa Duggan [theresaduggan@sbcglobal.net]
Sent: Wednesday, May 09, 2007 6:58 PM
To: Jennifer Merchant; 'Pam Jahnke'; 'Peter W. Grant'; 'Paul Vatistas'; 'Andrew Ryan'; 'Ron Treabess'; 'Jan Colyer'; 'Steve Teshara'; Tony@pastoreryan.com; 'Steven Rogers'; 'Nick Haven'; 'John Singlaub'; 'davepolivy'; 'Dave Ferrari'; dave@tahoedaves.com; 'Patrick Wright'
Cc: Rich Colwell; Ken Grehm; Peter Kraatz; Dan LaPlante; Mary Herdegen
Subject: RE: Kings Beach project funding

Hi all,

After reading the talking points I think the four lane alternative is potentially fatally flawed. If the *perception* of the four lane alternative is that it increases capacity of the roadway, doesn't provide the heightened BMPs and adequate snow storage, and we are risking upwards of 10% of the total budget with it as a choice. . . is it really a viable alternative?

IP58-1

They always say it is about the money. It is never about the money. We can find more money I am certain. In this case we took our eye off the ball, the LAKE, and the good folks in Southern Nevada (some of whom are in the office of the Majority Leader of the United States) heard we all were talking about roads and sidewalks and increasing capacity, and well they got ticked off. They want roads and sidewalks and increased capacity in Southern Nevada and we're using their money. That would tick us off, no? I don't think we can afford to tick off the second most powerful elected official in the United States (you'll understand if I place Nancy Pelosi ahead of our good Senator Reid, she's from CA! and yes they are both ahead of Bush and Cheney, Senator Reid and Speaker Pelosi hold the purse strings).

IP58-2

I think the public should be alerted to this situation. If the residents knew we could lose this key funding partner, we might win some hearts and minds with one of the three lane alternatives. And since land use decisions are not made by the public, but are made by elected representatives, they should also be educated on the potential fatal flaw.

To paraphrase a pretty famous talking point, IT'S THE LAKE, STUPID!

You can count on me to write a comment letter. I suggest you have the information available at the May 15th Workshop and there is a discussion of this situation.

Theresa May Duggan

From: Jennifer Merchant [mailto:JMerchan@placer.ca.gov]
Sent: Wednesday, May 09, 2007 5:18 PM
To: Pam Jahnke; Peter W. Grant; Paul Vatistas; Theresa Duggan; Andrew Ryan; Ron Treabess; Jan Colyer; Steve

5/10/2007